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Chapter V

★

CITIES AND TOWNS

OF

BULGARIA

(JANIS No. 38)

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50. General Description

A. Degree of urbanization.

Only about 20 per cent of the population of Bulgaria lives in cities and towns of 10,000 or over. In 1934 (the date of the last census) there were 29 of this size with a combined population of 1,120,000. Sofiya, the capital, had an estimated population of 500,000 in 1942 and is the only metropolis.* The 1943 estimate for Plovdiv, second largest city, is 135,000 inhabitants. Latest estimates show only eight other cities with more than 25,000 population.

B. Functions.

The cities and towns of Bulgaria are divisible into four broad, functional groups: agricultural centers, transportation centers, ports, and industrial centers. Agricultural towns are the most numerous, since farming is the major occupation of the country. The towns serve as local markets and as collection points for wheat, Bulgaria's principal crop. Some towns also have minor industries processing farm products, such as milling, wine-making, and the production of leather and woolen goods.

Sofiya is the chief transportation center because of its position at the crossroads of two great international routes. Other important transportation centers are Plovdiv, Stara-Zagora and Gorna Orekhovitsa.

Four ports handle the bulk of Bulgaria's foreign trade: Burgaz and Varna on the Black Sea, Ruse and Lom on the Danube River. These four cities also have some important manufacturing plants using relatively large quantities of imported raw materials, such as cotton, petroleum, rubber and cacao.

The few industrial centers, excepting ports, are based chiefly on local resources and produce almost entirely for domestic consumption. The outstanding ones are: Sofiya, industrial center of Bulgaria, with metallurgical, textile, food, chemical and armament industries, and railroad repair shops; Plovdiv, second industrial center, with industries based almost entirely upon agricultural products, such as, tobacco, rose-oil, sugar beets, and grain; Sliven, with chiefly textile plants (army clothing), wineries, food processing establishments, and construction material plants; Gabrovo, center of water power development, with textile, lace, cutlery, and leather industries; Pernik, coal mining center with related metallurgical and chemical industries (many under construction or in initial operating stages); Kazanlk, with ammunition, textiles, rose-essence, flour, tobacco, and coke industries.

C. Strategic and political importance.

Except for Sofiya, the ten largest cities and many of the smaller ones, are in the two main agricultural areas of Bulgaria: the Danubian Tablelands and the Central Depression. Sofiya

occupies a strategically important position in a western upland basin from which it has direct access to both of the main agricultural areas. In the Stara-Planina and Ródopi Planina proper there are few large towns. However, there are some which are strategically important because they are in the passes. Two such towns are Kazanlk on the southern end of Shipka Pass, and Gabrovo on the northern end. All of the larger towns are on railroad and highway routes and control fairly large surrounding areas.

Sofiya is not only the political capital but also the economic, social, and cultural center. Next in political importance are the administrative centers of the seven administrative regions, followed by the centers of the more numerous administrative districts.

D. Physical characteristics.

(1) *Pattern.* Most of the old settlements are on the middle slopes or tops of hills; new ones are on more level ground. Since the main highways pass through the new parts, there are few bottlenecks. Most streets can accommodate only two lanes of traffic; many have been renamed recently.

(2) *Buildings.* Most of the buildings are of stone or brick construction. Large, modern buildings of the Western European type are confined to the newer sections of large cities.

(3) *Facilities.* Billeting facilities are plentiful only in the few largest cities. In the smaller cities and towns, since there are very few hotels, school buildings may afford the best accommodations. Few private dwellings could be used. Parks and other open spaces suitable for outdoor storage are available in most towns.

E. Health and sanitation.

Before the war, sanitary and living conditions in Bulgarian towns were poor (see Chapter IX). War conditions have undoubtedly aggravated old health problems and created new ones. Even in cities where the water supply is adequate and of good quality at the source, contamination en route to the consumer is to be expected. There are no complete, modern sewerage systems. In the large towns open canals are common, and sewage is often used for irrigation purposes or as fertilizer. In the villages, even privies are rare.

Water-borne diseases are prevalent and present the greatest health problems, with malaria, tuberculosis, venereal disease, and typhus. Preventable disease and infant mortality rates are high. There is a shortage of many medical supplies.

The larger centers have some hospitals with modern equipment and well-trained medical personnel. The smaller towns suffer from inadequate medical facilities and supplies and poorly trained medical practitioners. Near several mountain cities are thermal springs which form nuclei for sizable health resorts, many of which are suitable for conversion to military convalescent hospitals.

*See Appendix I for spellings of all features. The following spellings of features as used in this chapter differ slightly from those on G.S., G.S. maps, Series 4072 and 4088: Bebrezh, Bozhurishte, Canara (Kana-Gol), Carasuum, Cherni Iskr, Chiporovisi, Devna, Dobrich (Bazargic), Dobrinishta, Dubovo, Ellidere, Emine (town), Ghiaur Suiuciuc (Chiaur Suiuciuc), Gorna Dzhumaya, Gorna Orekhovitsa (Gln.-Orekhovitsa), Gulubovo (Gara-Glebovo), Kazanlk, Kharmanli, Koprivshitsa, Kuri Burnu, Ladzhene (Lzhene), Musala, Panagyurishte, Paphia (Mt.), Peinirdzhik, Perushitsa, Peshtera, Piraiévs, Pirdop (Pirdol), Polikraishite, Rakovets, Resen (Pesen), Sofiya, Sredets, Strizharov, Surnena Gora (Srneha Gora), Svishtov, Syuyutliika, and Trgovishite.

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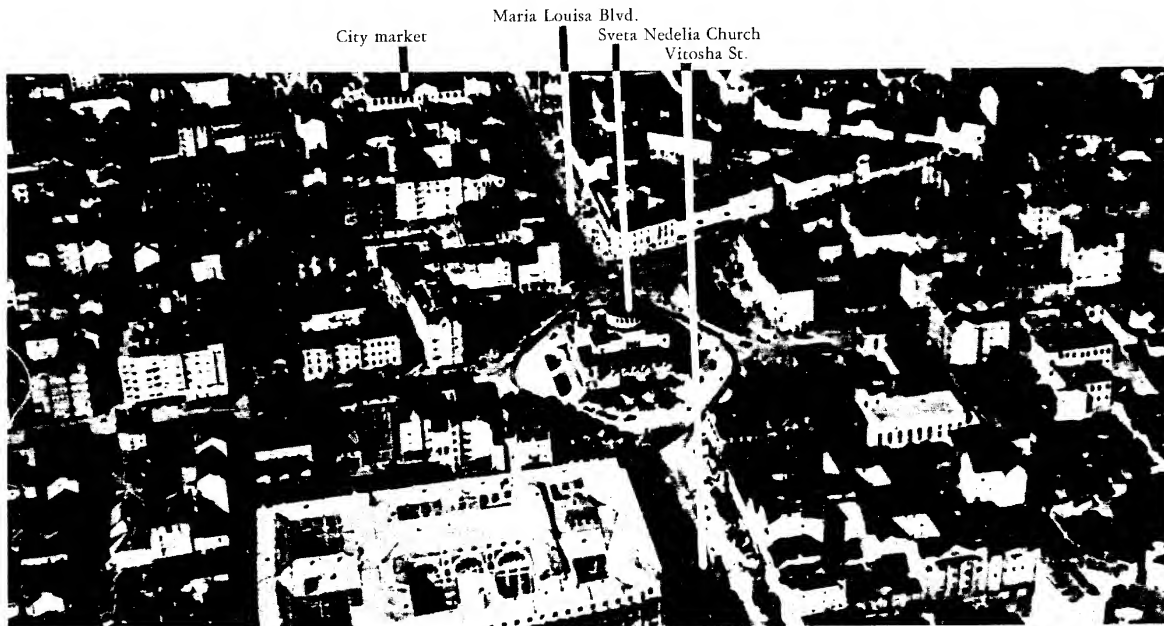


Illustration V-1. Sofia.
Aerial view of central part looking north.



Illustration V-2. Sofia.
Aerial view of governmental section looking north.

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CITIES AND TOWNS

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51. City Descriptions, Group I*

This group includes Burgaz, Pernik, Plovdiv, Ruse, Sofiya, Varna, and Vidin. The following arrangement is in order of maximum to minimum latest population estimates.

A. Sofiya. (December 1942 estimate: 500,000; 421,000 excluding refugees.)

(1) Importance.

(a) *Strategic.* The city is in west-central Bulgaria, 40 miles (64 km.) from the Yugoslav frontier. It is the principal communications center of Bulgaria, at the crossroad of two natural highways, the Danube/Iskr/Struma/Aegean Sea route and the Beograd/Istanbul via the easy passes (under 3,000 feet; 950 m.) of Dragoman and Vakarel. Sofiya is the junction of the principal rail line from northwestern Europe to Istanbul with that from Lom on the Danube to Yugoslavia and Greece; is the focus of important highways from Yugoslavia, Greece, and Turkey; and has two important airfields. It is the center of German Balkan Defense with Headquarters of the High Command.

(b) *Economic.* Sofiya is the most important industrial center of Bulgaria, principally of mechanical, metallurgical, textile, food, and chemical products. It also includes the main concentrations of Bulgarian armament industries and railroad repair and construction facilities. The city is only 17 miles (27 km.) from the largest Balkan coalfields.

(c) *Political.* Sofiya is the capital of Bulgaria and contains the residence of the king, center of government and all administration offices. It is the seat of the Catholic and Greek Orthodox archbishops.

*Group I, considerable detailed information available.
Group II (Topic 52), some detailed information available.
Group III (Topic 53), little detailed information available.

(2) Physical characteristics.

(a) *Site and area.* Sofiya lies at the south side of an elliptical plain, 12.5 miles (19 km.) north-south and 37.3 miles (60 km.) east-west, at an elevation of 1,805 feet (564 m.) (Figure V-1 and Illustrations V-1, V-2 and V-3). It was built on the southeast side of rolling country with wooded hills. The rocky slopes of Mount Vitosha (7,500 feet; 2,300 m.) approach within four miles (six km.) of the south side of the city; and the Stara-Planina is 7.5 miles (12 km.) north. The city is on the left bank of the Iskr River, which in this region flows from south to north. The 1935 incorporated area was approximately 16 square miles (42 square km.).

(b) Pattern.

1. *Streets.* The main thoroughfares are wide enough for four lanes of traffic, but most streets cannot conveniently accommodate more than one-way traffic. The main artery is Maria Louisa Blvd. (Illustration V-4), which leads into Sveta Nedelia Square in the center of the city. From there it continues as Vitosha Street, which divides the city into two parts. Blvd. Slivnitsa, Blvd. Okruschen, and Blvd. Evlogi Georgieff form a rough ring around the central part of Sofiya.

Main streets are well paved and boulevards are straight. In 1940 the total street length was 281.5 miles (453 km.); about one-fifth of the area was stone-paved. Streets and main approaches are paved with yellow brick or granite blocks, and a few with asphalt.

2. *Compactness.* The city is compact and generally overcrowded, though it is largely of modern construction.

3. *Functional areas.* In the central residential area, between Blvd. Dondukoff, Blvd. Evlogi Georgieff, and Graf Ignatieff St., are many government buildings and large hotels. Suburbs extend in all directions and consist of small houses. Factories are mostly north and northwest of the city. Large railroad yards and repair and construction facilities are near



Illustration V-3. Sofiya.
Tsar Osvoboditel Monument left foreground. Looking north.

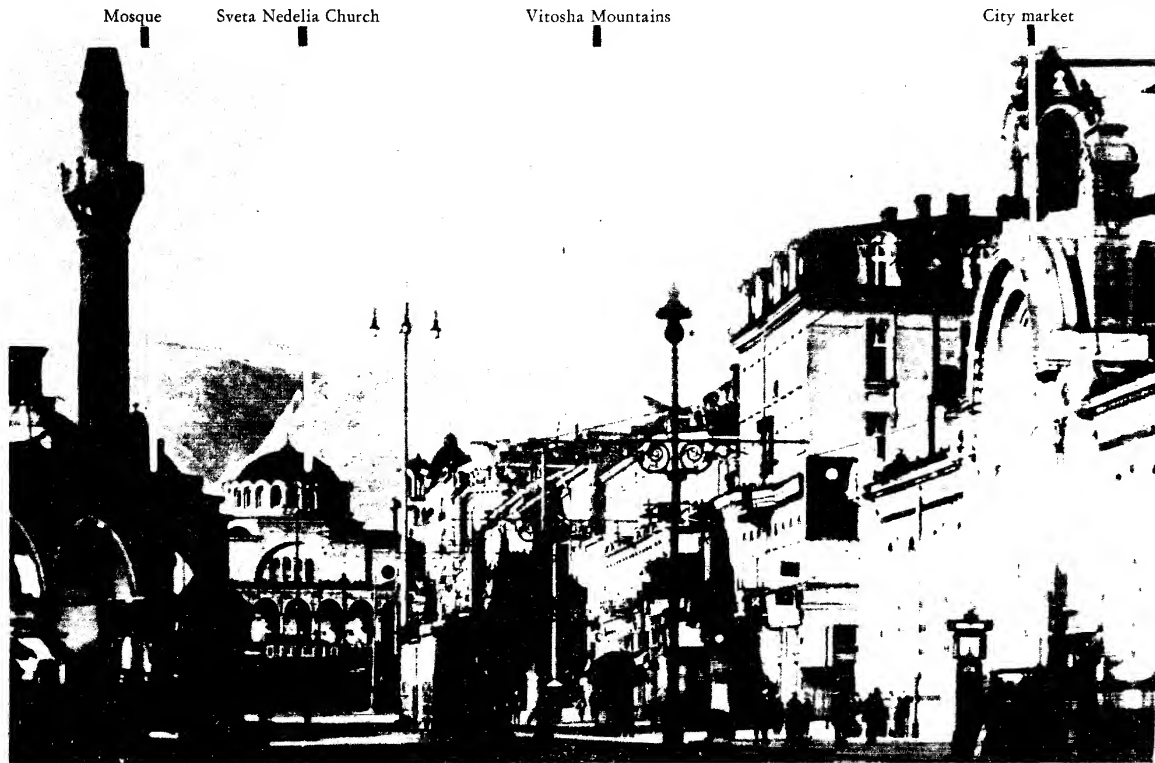


Illustration V-4. Sofiya.
Maria Louisa Boulevard. Looking south.

the railroad stations. At the city's edge are former rural settlements.

4. Potential open storage areas. Within the city are 13 square- and park-areas which might be used for open storage.

Outside the city are extensive open areas on the plain to the east. Boris Park, east of Botanic Garden, is now used for parking of about 600 vehicles and as a German workshop for overhauling and repairing vehicles.

(3) Means of access.

(a) *Railroad.* Sofiya is the center of the Bulgarian railroad system and has connections to all parts of the country. It is the junction of railroad lines from:

Caribrod (Yugoslavian frontier town). (Direct train from western Europe.)
Vidin via Vratsa, Mezdra (branch to Lom at Brusarts).
Varna, via Gorna Orekhovitsa, Pleven, and Mezdra.
Burgaz, via Sliven, Kazanlk, Karlovo (under construction between Makotsevo and Sopot).
Svilengrad (Turkish frontier) via Plovdiv. (Direct train route from western Europe to Turkey.)
Gyueshevo via Kyustendil, Pernik.
Gorna Dzhumaya via Dupnitsa, Pernik.
Loop railroad, serving industrial areas in and around Sofiya.

The main railroad station, with railway yards and repair and construction facilities, is in the northern part of the city. The freight stations are Podueni Station, also in the north, and Serdika Station, west of the city. The latter is used mainly for freight to and from Kyustendil and to the Yugoslav and Greek borders.

(b) *Highways.* Sofiya is the junction of several highways

from Rumania, Yugoslavia, Greece, and eastern Bulgaria. These roads meet at Sveta Nedelia Square in the center of the city and enter urban area as follows:

FROM	ROUTE
Northwest (Nis, Yugoslavia)	Passes airport of Bozhurishte, crosses railroad tracks, enters city on Bank St., Kiril and Methodi St., Maria Louisa Blvd. to Sveta Nedelia Square.
North-northwest (Berkovitsa)	Enters city near Central Station, along Maria Louisa Blvd., crosses Slivnitsa Blvd. and follows Maria Louisa Blvd. to Sveta Nedelia Square.
East (Sarantsi Village)	Enters near Poduene Station, follows Blvd. Dondukoff to Sveta Nedelia Square.
Southeast (Plovdiv via Pazardzhik)	Blvd. Nicolai Nicolaievitch, Blvd. Tsar Osvoboditel, Aleksandr I Square, Klementina St. to Sveta Nedelia Square.
South-southeast (Samokov)	Joins road from Plovdiv about six miles (ten km.) outside Sofiya.
South (Dupnitsa) and Southwest (Kyustendil)	These two routes join at Pernik and enter Sofiya on Blvd. Macedonia, Alabinska St., and Vitosha Street to Sveta Nedelia Square.

(c) *Airfields.* There are two airfields. Vrazhdebna, for bombers, is about three miles (five km.) east of city and north of the Sofiya/Plovdiv railway line; and Bozhurishte, chief commercial airport of Bulgaria, west-northwest of Sofiya, southeast of Bozhurishte Village, and south of the road to Caribrod (Yugoslavia). (See Chapter XI, Topic No. 119.)

(4) Billeting Facilities.

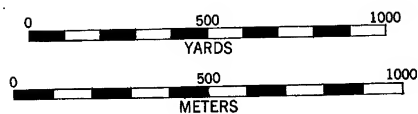
(a) *Hotels.* There were 88 hotels in Sofiya in 1934 (Table V - 1).



	RAILROAD
	RAILROAD AREA
	MAIN ROAD
	PUBLIC BUILDING
	POTENTIAL OPEN STORAGE AREA
	INDUSTRIAL AREA
	MILITARY BUILDING
	AREA OF MILITARY IMPORTANCE
	TRANSPORTATION BOTTLENECK
II	BRIDGE

- 1 CITY HALL
- 2 CENTRAL POST AND TELEGRAPH OFFICE
- 3 SUPREME COURT
- 4 MINISTRY OF TRANSPORTATION
- 5 NATIONAL THEATRE
- 6 WAR MINISTRY
- 7 MINISTRY OF JUSTICE
- 8 MINISTRY OF FINANCE
- 9 SLAVYANSKA THEATRE
- 10 TSAR OSVOBODITEL MONUMENT
- 11 HOLY SYNOD
- 12 MINISTRY OF FOREIGN AFFAIRS
- 13 PARLIAMENT
- 14 ALEXANDER NEVSKI CHURCH
- 15 ACADEMY OF FINE ARTS
- 16 GOVERNMENT PRINTING OFFICE
- 17 VASIL LEVSKI MONUMENT
- 18 THEATRE
- 19 COLLEGE
- 20 MINISTRY OF PUBLIC WORKS
- 21 FIRE DEPARTMENT
- 22 MUNICIPAL COURT HOUSE
- 23 MUNICIPAL BATH HOUSE
- 24 MOSQUE
- 25 CITY MARKET
- 26 TECHNICAL HIGH SCHOOL
- 27 SV. NEDELIA CHURCH
- 28 NATIONAL MUSEUM
- 29 CITY PARK

H-1 HOTEL DE BULGARIE
H-2 HOTEL CONTINENTAL



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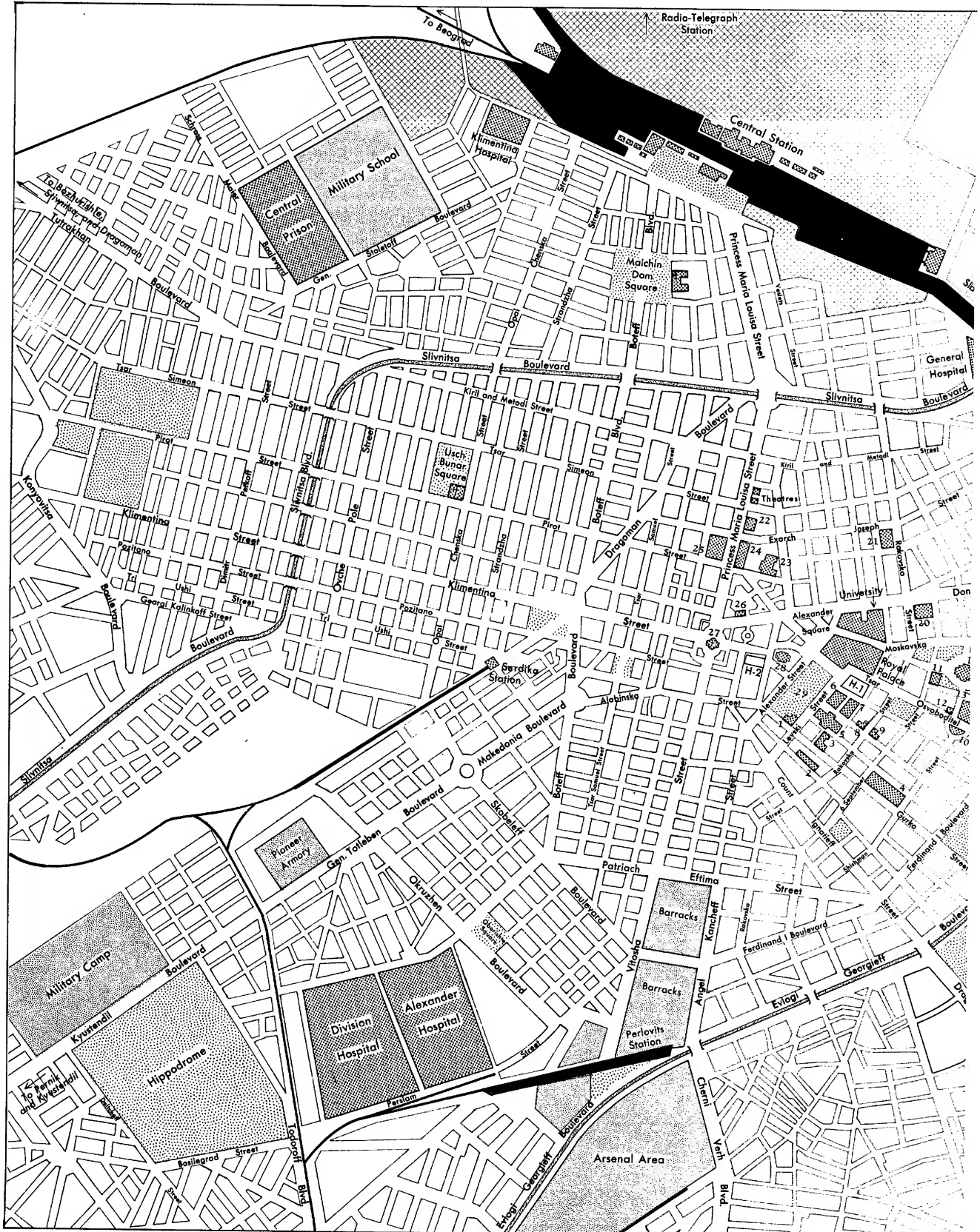


TABLE V - 1
SOFIYA, LARGEST HOTELS, 1934

NAME	LOCATION
Slavianska Besseda.....	127 Rakovski St. (158 rooms)
Imperial.....	2 Klementina St. and Legue St.
Bulgaria (best hotel).....	Corner Blvd. Tzar Osvoboditel and Levski St.
Union Palace.....	Aleksandr I St.
Elite Palace.....	Blvd. Dondukoff
Sofiya Palace.....	1 Triaditsa St.
Savoy.....	Maria Louisa Blvd. near station
Splendid Palace.....	13 Triaditsa St.
Splendid Hotel.....	Triaditsa St.
Odeon Palace.....	83 Maria Louisa Blvd.
Victoria.....	56 Maria Louisa Blvd.
Bellevue.....	63 Maria Louisa Blvd.
Esplanade.....	Serdika St.
de Londres.....	9 Maria Louisa Blvd.
Nov Panach.....	52 Maria Louisa Blvd.
Commercial.....	2 Banski Square
Coop.....	116 Rakovski St. (100 rooms)
Nova Makedonia.....	11 Passage St. Nicholas
Boulevard.....	28 Maria Louisa Blvd.

(b) *Private dwellings.* In 1934, about 29,600 ordinary dwellings, averaging five and one-half rooms each, housed about 214,700 persons. An additional 55,000 persons lived in 51,603 rooms in buildings which served only partly residential purposes (including schools).

The rate of building in subsequent years must have been considerable in view of the rapid increase in population. The only indicator is that the total cubic space of new private buildings authorized in 1939 was 1,028,802 cubic meters (36,331,937 cu. ft.). In 1941 a scarcity of houses with modern conveniences was reported. In February 1943, construction of buildings not essential for national defense was forbidden. However, the city is reported to be building 500 apartments for low-paid workers, of which 130 flats are ready.

(c) *Schools.* In 1934, Sofiya had 118 schools with living quarters and 49 without living quarters (Table V - 2).

TABLE V - 2
SOFIYA SCHOOLS, POSSIBLE BILLETING PLACES*

NAME	LOCATION
Collège Français SS. Cyrille and Methode.....	Lozenetz (near Boris Park)
Girls' School.....	Laveleye St.
Italian School.....	155 Rakovski St.
Opera pro Oriente.....	Oborishte St.
German School.....	11 Blvd. Evlogi Georgieff
Israelitic School.....	6 Tzar Kaloyan St.
Israelitic School.....	Corner of Pozitano and Ossogovo Sts.
Rumanian School.....	14 Exarch Joseph St.
Institute for the Blind.....	20 Marine Drinoff St.
Institute for the Deaf and Dumb.....	General Parensoff St.
Commercial School.....	Pod Igoto Square
Military School (including war museum).....	On heights E of town
Theological Academy.....	Sveta Nedelia Square
Ecclesiastical Seminary.....	Ozenetz (behind Boris Park)
College and Commercial School of Frères des Ecoles Chrétiennes (French).....	Pirot St.

*Availability of living quarters at individual schools is unknown.

NAME	LOCATION
Pensionat des Soeurs de St. Joseph (1000 pupils).....	Laveleye St.
American College (340 pupils regis- tered for 1943; closed by authori- ties in September 1942)	
First Girls' "Gymnasium" (High School).....	Karadja St.
Second Girls' "Gymnasium".....	Corner of Iskr and 11th August Sts.
First Boys' "Gymnasium".....	Corner Blvd. Dondukoff and Tetevenka St.
Second Boys' "Gymnasium".....	Corner Vitosha and Asparuch Sts.
Third Boys' "Gymnasium".....	Pirot St.
Pedagogical School for Girls.....	Nishka St.
Technical School.....	Blvd. Dondukoff
Art and Industry School.....	Blvd. Christo Boteff
Veterinary School	
Technical School.....	Nishka St.

(d) *Other possible billeting places.* Forty-three barracks, with a total capacity of 3,000 to 10,000 soldiers, were present in 1934. Other places are given in Table V - 3.

TABLE V - 3
SOFIYA, OTHER POSSIBLE BILLETING PLACES

TYPE	NAME	LOCATION
University	State University.....	15 Blvd. Tzar Osvoboditel
"	Universite Libre.....	114 Rakovski St. (closed)
Museum	Ethnographic.....	7 Narodno Sobranie Square
"	National (former mosque).....	Znepole St.
"	Natural History.....	Benkovski St. (part of royal palace)
Theater	National Theatre.....	Levski St.
"	Cooperative Theatre....	Blvd. Christo Boteff
"	Theatre Libre (Svobo- dene Theatre).....	4 Blvd. Stoilov
"	Odeon Theatre.....	74 Tzar Simeon St.
Motion Pict.		
Theater	Balkan.....	Blvd. Dondukoff
"	Europa Palas.....	Alabinska
"	Moderne.....	30 Maria Louisa Blvd.
"	Parchev.....	18 Blvd. Dondukoff
"	Gloria Palace.....	24 Maria Louisa Blvd.
"	Royal.....	104 Rakovski St.
"	Slavianska Besseda.....	127 Rakovski St.
"	Slaveykoff.....	2 Slaveykoff Square (seating capacity, 450)
"	Cultura.....	Graf Ignatieff
"	Hemus.....	Blvd. on Christo Boteff
"	Soloun.....	29 Soloun St.
"	Capital.....	37 Exarch Joseph St.
"	d'Etat.....	1 Stephan Karadja St.
"	Oufa.....	Christo Boteff Blvd.

(5) *Buildings.*

(a) *Construction and height.* The central part of the city, almost entirely rebuilt in the last 15 years, consists of four-, five- and six-story government and commercial buildings constructed of brick and concrete. The central residential area is now built up almost solidly with four- to eight-story, reinforced concrete apartment houses which give it a thoroughly modern appearance. Suburbs consist of small one- and two-story brick houses.

Of 39,935 buildings in the city in 1935, almost three-quarters were single-story. Classified according to height the buildings

numbered as follows: single-story, 29,657; two-story, 6,981; three-story, 752; four-story, 752; others, 448. By 1942 the number of buildings exceeded 48,000, of which many were modern six- to eight-story buildings.

(b) *Principal buildings.* See Table V - 4.

TABLE V - 4
SOFIYA, PRINCIPAL BUILDINGS

BUILDING	LOCATION
Royal Palace*	Alexander Square
National Assembly*	Tsar Osoboditel
Ministerial Council	Gurka and 6th September Sts.
Ministry of War*	Aksakoff St. and Town Garden
Ministry of Foreign Affairs*	Tsar (western end) Osoboditel
Ministry of Interior	6th September
Ministry of Railways and Ports	—
Ministry of Justice	Slavianska St., opposite National Theater
Ministry of Finance	Slavianska St.
City Hall	Town Garden and Burka St.
National Bank	Alabinska and Gurka Sts.
National Theatre	Slavianska St. and Town Garden
University	Tsar Osoboditel Blvd.
German Headquarters	Tsar Osoboditel Blvd. next to Bulgaria Hotel
Main Post Office	Stephan Karadja and Levski Sts.
Main Telephone Exchange	Stephan Karadja
District Administration Building	Positano St., near Square
Municipal Police Headquarters	Gurka and 6th September Sts.
Meteorological Station	Moskoyska St. near Printing Office
Fire Department	Zlartareff St.
Municipal Market	Pirotzka and Maria Louisa Blvd.
Military Academy	North of entrance to Boris Park
Government Printing Office	Moskoyska St.
Municipal Bath	Pirotzka St. near Market
Archiepiscopal Palace	Eastern part of Sveta Nedelia Square
Military Club*	Tsar Osoboditel Blvd.
Academy of Science	Tsar Square near Ministry for Foreign Affairs
Rectorate of Sofiya University	Blvd. Tsar Osoboditel, next to a small garden
Alliance Française	3 Slavaikoff Square
Students House	Narodno Sobranie Square
Cercle Militaire	—
Biad (Society of Architects and Engineers)	108 Rakovski St.
National Library	111 Rakovski St.
Musical Academy	1 Tetevenska St.
Agricultural Institute	4 Blvd. Dragan Tsankoff
Academy of Fine Arts	1 Shipka St.
House of Fine Arts and Press	151 Rakovski St.
Union Club	Ivan Vasoff and Rakovski Sts.
Turnverein	78 Gourko St.
Lovene Dom	49 Belcheff St.
Library	Shipka St.
Royal Stables	Corner Blvd. Dondukoff and Karl Chvedsky

*(Illust. V-2)

(6) *Internal transport.* Sofiya has the only electric street car system in Bulgaria. In 1939 its length was 50 miles (80 km.) and there were 108 relatively modern power cars and 75 trailers. The car lines run radially from the center of the city and serve the area efficiently. Overhead wires with 550 to 600 volts D.C. were used.

The supplementary bus network in 1939 was ten miles (16 km.) long, was served by approximately 26 buses on eight lines and transported 2,361,481 passengers. German Diesel buses (Mercedes), purchased in 1935 and 1939, were in use. Because of population growth, the network is being expanded. In 1942, 12 more buses were added. Private cars and taxis totaled not more than 2,000 in 1937. There is a relatively large number of motorcycles and bicycles.

Interurban transportation consists of bus lines operating two or more times a day to Samokov, Bansko, Nevrokop, Dupnitsa, Kyustendil, Skoplje, Breznik, Ferdinand, Vratsa, and many other localities surrounding Sofiya. Local interurban trolley lines run to Knyazhevo, Boyana, and Nadezhda. Diesel and electric trains run to a bathing place at Bankya. Service on all lines has been greatly reduced by gas and rubber shortages.

(7) *Repair and service facilities.* See Table V - 5.

TABLE V - 5
SOFIYA, REPAIR AND SERVICE FACILITIES

Garages	10
Dynamos, machinery, etc.	1
Metal manufacturers	13
Motor parts	2
Tin manufacturers	3
Type foundries	2
Machine stone-cutting	1
Rubber manufacturers	5
Tanning	3
Cartwrights	1
Slaughterhouses	1
Batteries, radio, etc.	1
Military equipment	1

(8) *Public utilities.*

(a) *Water.* See Topic No. 67.

(b) *Gas.* Sofiya has no gas. Coal is the common fuel for cooking and heating.

(c) *Electricity.* See Topic No. 64.

(9) *Warehouses and storage.*

(a) *Warehouses.* In 1934 there were 492 warehouses. The transport firm "Express," at 23 Blvd. Dondukoff, is the sole proprietor of city warehouses.

(b) *Cold storage.* A refrigeration plant is in the municipal slaughterhouses (near cemetery). There are 14 large refrigeration plants near the electric power station, though the exact locations and capacities are not known.

(10) *Health and sanitation facilities.*

(a) *General conditions.* Health and sanitation facilities of Sofiya are more nearly adequate than those of any other Bulgarian city. Hospitals and medical care programs were inadequate prior to war, and present conditions must be worse, as a result of the influx of rural citizens into an already crowded housing area. Public health problems are acute. In December 1942, mass entertainments were barred because of the health situation, and the mayor instituted a system of fines for persons not observing cleanliness standards. This public health regulation, made necessary by the spread of infectious diseases, followed closely the news of a serious epidemic of scarlet fever in Sofiya. It is unlikely that the mayor's edict has checked the falling of the public health standards of Sofiya. Also see Chapter IX, Topic No. 93.

(b) *Diseases.* The most recent figures on reportable diseases are given in Table V - 6.

TABLE V - 6
SOFIYA, CONTAGIOUS DISEASES, 1938-39

	CASES		DEATHS		CASES PER 10,000		DEATHS PER 100 CASES	
	1938	1939	1938	1939	1938	1939	1938	1939
Typhoid fever.....	329	125	27	8	11	4.3	8.2	6.4
Paratyphoid.....	56	31	—	1	2	1.1	—	3.8
Scarlatina.....	620	1,191	66	55	22	41.5	10.6	4.6
Diphtheria.....	695	660	28	28	24	23.0	4.0	4.2
Meningitis.....	40	77	14	26	1	2.7	35.0	33.8
Measles.....	63	949	—	7	2	33.1	—	0.7
Mumps.....	368	528	—	—	13	18.4	—	—
Whooping cough..	174	145	4	11	6	5.0	2.3	7.6
Chicken pox.....	333	294	1	—	12	10.2	0.3	—
Erysipelas.....	237	286	7	9	8	10.0	3.0	3.1
Other.....	59	112	7	18	2	3.9	11.9	16.1

The dispensary for venereal and skin diseases at Sofiya in 1925 treated 1,364 syphilitic patients (712 men, 652 women), 850 cases of gonorrhea (500 men, 350 women), and 218 cases of soft chancre (18 women).

(c) *Medical institutions, personnel and supplies.* The chief hospitals are in Sofiya; persons come from all over the country to Alexander Hospital, as well as to others in Sofiya. Alexander Hospital is a large institution of several buildings. On the same grounds are military and University clinics. Alexander Hospital has antiquated beds and arrangements but the University Second Surgical Clinic is in new, modern, well-equipped buildings, and headed by Prof. Alexander Stanishev, M.D. There are private clinics in considerable numbers, and schools sometimes used for hospital buildings. American College, about five miles (eight km.) from Sofiya, might be used as a hospital. It normally houses 600 students and 60 teachers in its several buildings.

Ivanoff Sanatorium at Vladaya, about seven miles (11 km.) from Sofiya, cares principally for tuberculosis patients.

In 1938 the administrative region of Sofiya had ten general state hospitals, one state maternity hospital, 26 private hospitals, and four tuberculosis sanatoria (one state-controlled and three private). Table V - 7 includes all of the available specific information on hospitals in Sofiya.

TABLE V - 7
SOFIYA, NUMBER OF HOSPITAL BEDS AVAILABLE

STATE HOSPITALS		BEDS
Darjavna Bolnits (State Hospital).....		350
Alexandrova Bolnitsa (University Hospital).....		900
Rabotnitcheska Bolnitsa (Tsaritsa Ioanna).....		580
Bolnitsa "kniaginia Maria Louisa" (Maternity Hospital)....		150
Sofiska Bolnitsa za Gradobolni.....		200
PRIVATE HOSPITALS		
Bolnitsa "Drujestro Tcherven Krast" (Red Cross Society)....		100
Bolnitsa "Kniaginia Klementina".....		100
Bolnitsa "Kuski Tcherven Krast" (Russian Red Cross).....		50
Bolnitsa "Ramotnik".....		50
UNCLASSIFIED HOSPITALS		
Poliomyelitis Hospital		
German Military Hospital (Bankya Village, eight miles [13 km.] west of Sofiya) on premises of former Hotel Palais Zarevitz. Since autumn of 1942 this hospital has been practically closed. Day clinic is kept open for patients in convalescent homes in Bankya.		
PRIVATE CLINICS		
Dr. Varkoni.....		100
Dr. Slavtcheff.....		60

Through the Social Security System, workers are entitled to care in state hospitals. However, because of over-crowding in hospitals, individuals have difficulty procuring medical aid. In order to meet this problem a worker's hospital has been built in Sofiya by the State Labor Department. This hospital is first in Bulgaria to include clinic, polyclinic and dispensary facilities.

The only medical school in Bulgaria is the University School in Sofiya. The Red Cross School of Nursing offers three-year training courses, and graduates 30 to 40 nurses every year. Graduates take an additional six months of study to qualify as district visiting nurses.

In 1937, a college for midwives opened at Sofiya. Village girls who have finished secondary school education are eligible for two-year training, which includes practical work in villages.

A dental school and department of pharmacy opened in 1942 at Sofiya University.

A public bath, in the center of Sofiya, is supplied with good mineral water coming in at about 106° F.; it has a good therapeutic section with electrical and other equipment under good medical management. As many as 10,000 persons have passed through these baths daily.

Bankya (elevation 2,090 feet [637 m.]), eight miles (13 km.) west of Sofiya, has a popular bath with water of about 100° F. There are several large "hotels" (rooming houses) and many villas. Rest homes and villas are now used by Germans for military hospitals and convalescent homes, and are filled to capacity with German military patients, many with venereal diseases.

A new insulin factory has been built outside Sofiya. The Bulgarian Government has pledged itself to take 8-10,000,000 units of annual production.

(d) *Public sanitation.* Sanitation in Sofiya probably is better than in any other city in Bulgaria. Streets are reportedly swept regularly with mechanical sweepers and washed at night. Since 1930 the water supply at its source has been of good quality and probably is adequate for the swollen population. Its quality at tap is questionable.

There is no sewage treatment plant in Sofiya and sewers drain into the Iskr River about six miles (ten km.) south-east of the city. Old piping is in the poor section of the city.

In 1942, a pasteurizing plant was opened.

(11) *Vulnerable points.* These are: important railroad lines from central and western Europe to Turkey, many lesser lines, largest freight yards in country; airfields in Vrazhdebna and Bozhurishte; important army and air corps headquarters for German Army; important automotive factories, iron and foundry works, locomotive repair and service facilities; powerful new radio station near Vakarel; concentration of government administration buildings.

(12) *Bomb damage estimate.* Sofiya was bombed once during 1942, but no information is available as to the damage.

B. Plovdiv (1943 estimate: 135,000; 1934: 100,485).

(1) *Importance.*

(a) *Strategic.* Plovdiv (Philippopolis, Filippopolis), the second largest city in Bulgaria, is in south-central Bulgaria at the southern edge of the Maritsa Valley. It is at the junction of the Sofiya/Istanbul railway with its main line from Ruse, Varna, or Burgaz, via Stara-Zagora, as well as with local lines. Also, the city is the focal point of numerous

roads, including the important Sofiya/Istanbul highway and a through north-south route from the Danube to the Aegean Sea. The city has a large arsenal, barracks and an airfield.

(b) *Economic.* There are factories in Plovdiv producing tobacco, rose oil, sugar, alcohol, soap, rice, and canned goods. The city ranks next to Sofiya as a commercial and industrial center.

(c) *Political.* Plovdiv is the administrative center of the Plovdiv region (*oblast*).

(2) Physical characteristics.

(a) *Site.* The city is on a plain astride the wide, shallow Maritsa River (Figure V - 2). The main part of the city lies on the right bank (south) on relatively high ground (Illustration V - 5). Within this part rise five small, rocky hills, two of which lie close together quite near the Maritsa and east of the modern center of the city, while the other three (Sakhata, Bunardzhik, and Dzhendem hills [Tepe]) are isolated (Illustration V - 6. Also see Illustration VII - 30). A smaller and newer section of the city, sometimes called Filipovo, lies on lower ground north of the river.

(b) Pattern.

1. Streets. Streets are paved with cobblestones. The more important ones are paved with smaller stones and are

less rough. Widths vary: Osvoboditel Blvd. and Ivan Vasoff Street are wide enough for four lanes of traffic; Knaz Aleksandr (Illustration V - 7) and Targovska Streets can accommodate two lanes; and the streets in the old Turkish quarter near two adjacent hills are narrow, crooked, in some cases unpaved, and generally unsuitable for any but one-way traffic at most.

2. Compactness. The central area south of the Maritsa River, including the ancient center of the city around the two hills and the modern center farther west, is very compact. Newer areas in the south near the main railway station and north of the Maritsa are less compact.

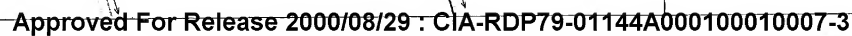
3. Functional areas. The business district lies along Targovska and Knaz Aleksandr Streets (Illustration V - 7). Hotels are in the area northeast of Tsar Simeon's Garden. The industrial district is in the southwest (bounded roughly by Bunardzhik Hill, Osvoboditel Blvd., main railway line, and Dzhendem Tepe (Illustration V - 6). Another such district is at the west end of the area north of the Maritsa, and a third (smaller industry interspersed with workmen's homes) in a newly settled area south of Sofiya/Istanbul railway.

4. Potential open storage areas. Figure V - 2 indicates some public squares and parks within the city but a reliable source indicated that German occupation forces had

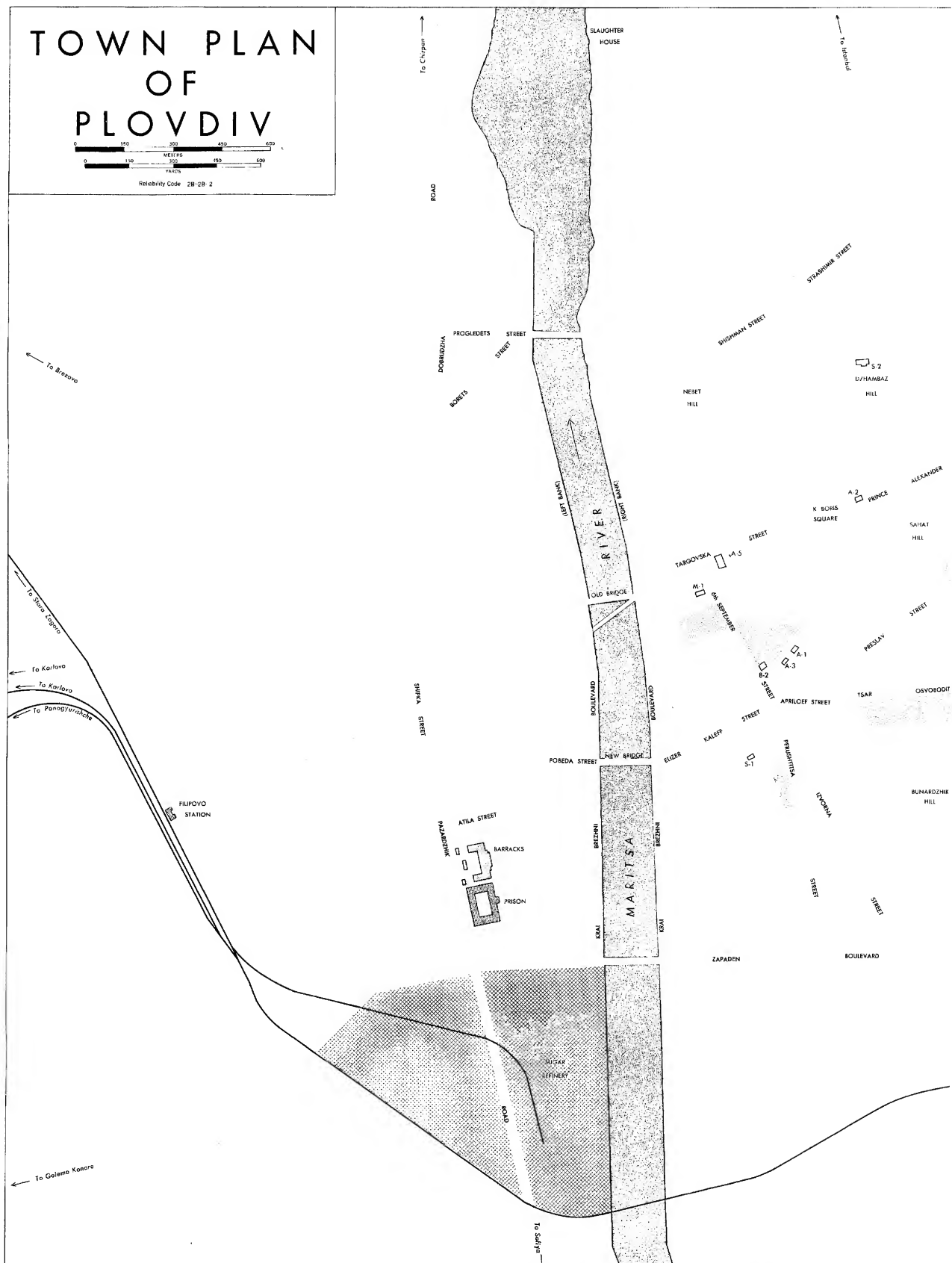


Illustration V-5. Plovdiv.

Looking northwest across Maritsa River. Large building is technical school. New highway bridge at extreme upper left; old highway bridge in center background.



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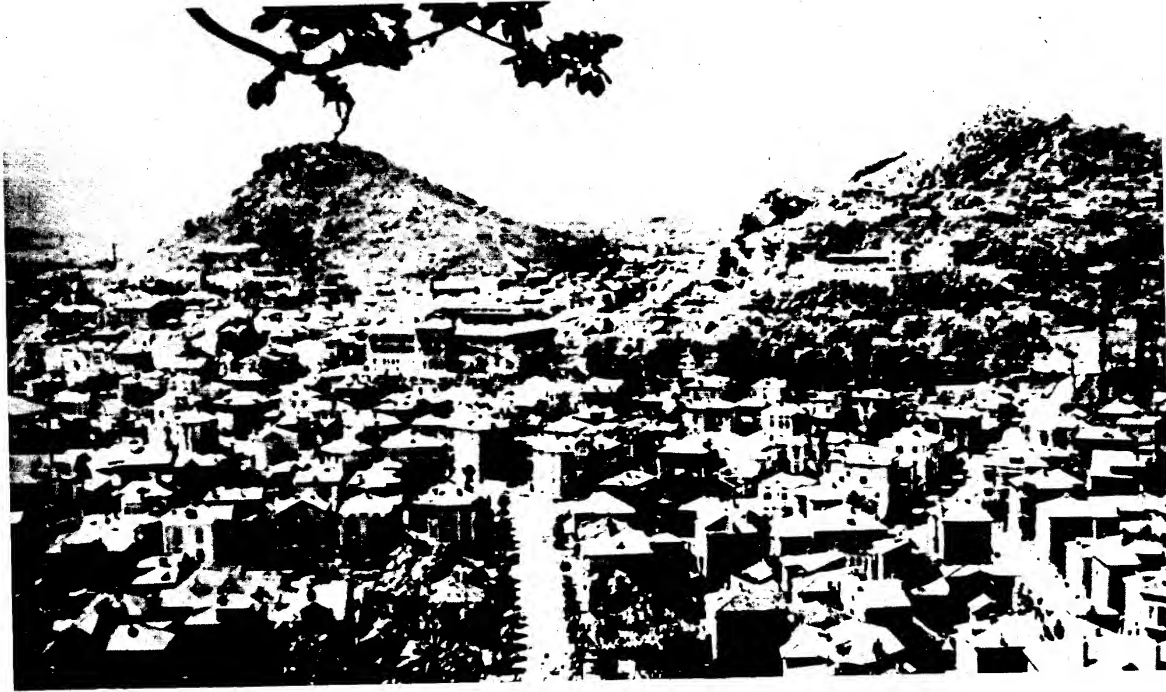


Illustration V - 6. Plovdiv.
Looking west from Sakhat Hill toward Dzhendem Tepe (Hill) (left) and Bunardzhik Tepe (Hill) (right). Large building in center is School of Commerce. Industrial area in left background.



Illustration V - 7. Plovdiv.
Knaz Aleksandr Street. The Excelsior Theater.



found the highway to Khaskovo and Istanbul the most suitable for parking. The area around the city is level and, near Maritsa River, marshy.

(3) Means of access.

(a) *Waterways.* The Maritsa River is navigable only for barges during the seasons of greatest rainfall (see Chapter IV).

(b) *Railroads.* Plovdiv is connected by standard-gauge railways from:

West-northwest (Sofiya) ... { Main line from Berlin or Paris to
East-southeast (Istanbul) ... } Istanbul
Northwest (Panagyurishte
end of line)

North (Karlovo)

Northeast (Stara-Zagora) ... Connections to Ruse, Varna, or Burgaz

South (Asenovgrad) ... Branches from Istanbul line east of
Plovdiv at Krumovo. Asenovgrad
present end of line, but extension
south to Ustovo projected.

Southwest (Batak
end of line)

The two railroad stations are:

The main station ... South of the main part of city. At
least six tracks. Has passenger station
and extensive round house.

The Filipovo station ... At northwest extremity of section
north of Maritsa River.

The Sofiya/Istanbul line runs east-west, south of the main part of the city and through the main station. West of the main station, the connecting line forks north, crossing Maritsa River, to Filipovo Station. The latter serves lines to Panagyurishte, Karlovo, and Stara-Zagora. Connections for short lines to Asenovgrad and Batak are made outside the city, as indicated above.

(c) *Highways.* Plovdiv is the junction of highways from:

West-northwest (Sofiya/Istanbul)
East-southeast
North (Karlovo)
South (Xanthi)
Southwest (Peshtera, Dospat, etc.)
Southwest (minor roads to Krichim, Sveti Spas [Sotir],
Khovoina, and Kuklen)
Northwest (Golemo Konare)
East (Chirpan)

Known routes into the city are shown on Figure V - 2.

(d) *Airfields.* The airfield lies about two miles (three km.) southeast of Plovdiv near the Istanbul highway and railway and is accessible from both (see Chapter XI, Topic No. 119).

(4) Billeting Facilities.

(a) *Hotels.* Hotel data is given in Table V - 8.

TABLE V - 8
PLOVDIV, HOTELS

NAME	LOCATION	ROOMS	BATHS
Grand Hotel Molle	39 Knaz Aleksandr St.	50	1
Paris	1 Mitrop Paisy	70	yes
Astoria	Knaz Aleksandr St.		
Tsar Simeon	Knaz Aleksandr St.		
Splendide	Knaz Boris Square		
Trakia	Near station		
Asparouch	50 Aleksandr St.		
Moussala	—		
Commercial	1 11th August St.		yes

(b) *Private dwellings.* Homes in Plovdiv are said to be relatively uncrowded as compared with other cities in Bulgaria.

(c) *Schools.* There are 11 known schools which might be used for billeting (Table V - 9).

TABLE V - 9
PLOVDIV SCHOOLS, POSSIBLE BILLETING PLACES

NAME	LOCATION
Technical School (largest in Bulgaria). (An addition has been built since date of Illustration V - 5).	
"Gymnasium" (high school)	No. S-1 on Figure V - 2, in northwest part of city.
"Gymnasium"	No. S-2 on Figure V - 2, to east of Dzambaz Hill.
Commercial School (Illustration V - 6).	No. S-3 on Figure V - 2, at foot of Bunardzhik Hill.
French College of the Assumptionists (600 pupils; Natural History Museum in same building; four stories; large hall)	No. S-4 on Figure V - 2, on Tsar Assen St.
Pensionnat des Soeurs de St. Joseph (450 pupils)	No. S-5 on Figure V - 2, on St. Stambulof St.
German School	In same quarter as the two French schools.
Pedagogical Institute	Location unknown.
Italian School	Location unknown.
Turkish School	Location unknown.
Jewish School	Location unknown.

(d) *Other possible billeting places: Barracks.* Barracks are on the northwest, southwest, and southeast edges of the city (Figure V - 2). There are extensive temporary barracks beyond the limits of the map, on the road to Istanbul. Also, there is a large arsenal on this road. The Germans took over some warehouses for use as barracks, and used the Officers' Club near Tsar Simeon's Garden for officers' quarters (estimated ample for 100 to 200 officers, with baths and running water), No. B-1 on Figure V - 2. *Museums.* Archaeological Museum (with National Library). No. M-1 on map. Ethnographic Museum (in Regional Administration Building) No. A-1 on map. Other places are given in Table V - 10.

TABLE V - 10
PLOVDIV, OTHER POSSIBLE BILLETING PLACES

TYPE	NAME	LOCATION
Theatre	Municipal Theatre	Location unknown
"	Astoria	Knaz Aleksandr St.
"	Excelsior (Illustration V - 7)	Knaz Aleksandr St.
"	Piccadilly	Knaz Aleksandr St.
"	Cino Park	Knaz Ferdinand St.
"	Orion	Tsar Simeon Square
Halls	Exhibition Halls of Plovdiv Fair	On southeast slopes of Bunardzhik Hill.
Officers' Club	"Kasino"	No. B-2 on Figure V - 2.

(5) Buildings.

(a) *Construction and height.* Buildings are of stone or brick, with tile or cement roofs. Industrial buildings are three to five stories high, schools and barracks two to four stories, and private dwellings one to three stories.

(b) *Principal buildings.* The principal buildings are marked as Nos. A1-5 on Fig. V - 2.

(6) *Internal transport.* The city has autobuses and horse-drawn buses, but no street railways.

(7) *Repair and service facilities.* The few repair and service facilities available are:

Railway workshops..... (Near main station)
Metal manufacturers (4)... "Balkan"
Machine stone cutting (1)... Bulgarian Shareholders Quarry Society
(*Bulgarsko Akzionerno Karierno Drujestvo*)
Slaughterhouse (1)..... (See Figure V - 2.)

(8) *Public utilities.*

- (a) *Water and electricity.* See Chapter VI.
(b) *Gas.* None.

(9) *Warehouses and storage.* The warehouses of the large co-operative sugar refinery (*Soc. Bulgare Fabr. de Sucre*; see Figure V - 2) will hold 300 carloads at one time. About 20 tobacco warehouses in the area north of the main railway station have a combined capacity of about 5,000 European carloads. They are five-story stone structures.

(10) *Health and sanitation facilities.* With a population of about 110,000 in 1940 there were 1,461 deaths in Plovdiv, including two from typhoid, one from malaria, 301 from tuberculosis, and 432 from other infectious diseases. In the last week of February 1943, 109 cases of scarlet fever and 68 cases of typhus were reported.

Anti-malarial work is carried on by the Rockefeller Foundation, but rice fields in the region create such an ideal breeding place for mosquitoes that it is difficult to effect satisfactory control. Although there are a few sanitarized areas around Plovdiv, there are also a great many malarious areas which have yet to be drained or otherwise treated.

In the whole Plovdiv region, there are eight state and seven private hospitals. The one state hospital in Plovdiv has 600 beds. The Catholic hospital, severely damaged in the earthquake of 1928, has since been rebuilt and modernized. There is a contagious-disease hospital east of the railroad yards. Also, there are several private clinics and a 60-bed maternity clinic, the latter supervised by Dr. Arav.

A new school for nurses in Plovdiv trains 60 girls a year but the course offered falls far below American standards.

The Khisarska Banya (1,148 feet, 350 m.) is about 18 miles (29 km.) north of Plovdiv. Accommodations there are better than at most baths, and there is a large community of houses, "hotels" and villas. The Karlovska Banya, about 20 miles (32 km.) from Plovdiv, near an air training field, has perhaps the most modern installations of any baths in Bulgaria; it includes a large hotel, auditorium and restaurant.

The sanitation of Plovdiv was neither efficient nor modern in 1930. At that time a report by the Public Health Directorate described the Plovdiv sewerage as having two systems in the central district of town. One system emptied into the Maritsa River by five different outlets, and the other emptied into fields outside the town by two different outlets and was used for irrigation purposes. Though officially forbidden, children bathed in the river, thus encouraging the spread of typhoid and enteric diseases. Near the railroad station the sewerage system was open canals. Garbage disposal was left up to the individual since there was no community system. Apparently an improvement has been made in the last 12 years as a reportedly complete underground sewerage system now empties into the Maritsa River some distance below the city.

(11) *Vulnerable points.* One of the principal vulnerable points is the main railway station with repair shops, roundhouse and nearby connecting line to points north. Other

vulnerable points are: the Maritsa railway bridge, the Filipovo railroad station, the nearby airfield, the arsenal, and the barracks.

(12) *Bomb damage estimate.* No bombing had been reported through 20 August, 1943.

C. Varna (1943 estimate: 80,000; 1939 estimate: 75,000; 1934: 70,183).

(1) *Importance.*

(a) *Strategic.* Varna is in the northeast corner of Bulgaria on the Black Sea. It is the largest Bulgarian naval port, has ship repair facilities and is now used by the German Navy. It is reported to be the headquarters of the Third Bulgarian Army and of several units of German specialist troops. It is an important railroad and highway terminus and has a sea-plane base and an airfield, recently enlarged (see Illustration III - 55).

(b) *Economic.* Varna is the second largest Bulgarian Black Sea port, handling 20 per cent of the country's peacetime foreign trade, and is second to Burgaz as a fishing port. The important industries are: textiles (including two large cotton-spinning mills), food products and canning, woodworking, and metal products. The only large glass factory in Bulgaria is north of Gebedzhe (Belevo Station), 12 miles (19 km.) west of Varna. Flat-bottomed landing barges and submarines are reported to be assembled at the port. The city is in an important agricultural region, and since recovery of southern Dobrogea from Rumania, it has regained significance as a grain market center. It is also an important summer resort center.

(c) *Political.* Varna is the center of the administrative district (*okolia*) of the Shumen region (*oblast*), and the seat of the regional court. The royal summer residence is close to the city, and several foreign consulates were located in Varna before the present war.

(2) *Physical characteristics.*

(a) *Site.* The city is at the northwest corner of Varna Bay on a slightly rolling plateau rising from south to north (Figure V - 3). Except in the port area, the shore rises steeply from the beach to an average height of approximately 60 feet (18 m.), and a long park separates the city from the beach. A bare flat-topped hill, 900 to 1,000 feet (275-300 m.) high, forms an arc on the north and northeast sides of the city at a distance of three to four miles. West of the city is a lake, 12.5 miles (20 km.) long, connected with the harbor by a ship canal. Urban development has extended southwest and east-northeast along the highway to Sveti Konstantin, which is flanked by villas and vineyards.

(b) *Pattern.*

1. *Streets.* In the old Greek and Turkish part of the city (police districts one, two and three), the main streets are wide enough for two-way traffic, but side streets are narrow, sinuous, poorly paved, and unsuitable for motor traffic. Streets in the rest of the city are wide enough for two-way traffic and paved with asphalt, macadam or stone. The main arteries of the city are Blvd. Ferdinand along the edge of the public garden, Osvoboditel Nishka Street, Kraina Street, Sliwnitsa Street, and Dovrin Street, all of which will bear three or four lanes of traffic (Illustration V - 8).

2. *Compactness.* The old Greek and Turkish section of the city is compact and overcrowded; the remainder of the city is relatively open and uncrowded.



Illustration V - 8. Varna.
Looking south on Preslavka Street.

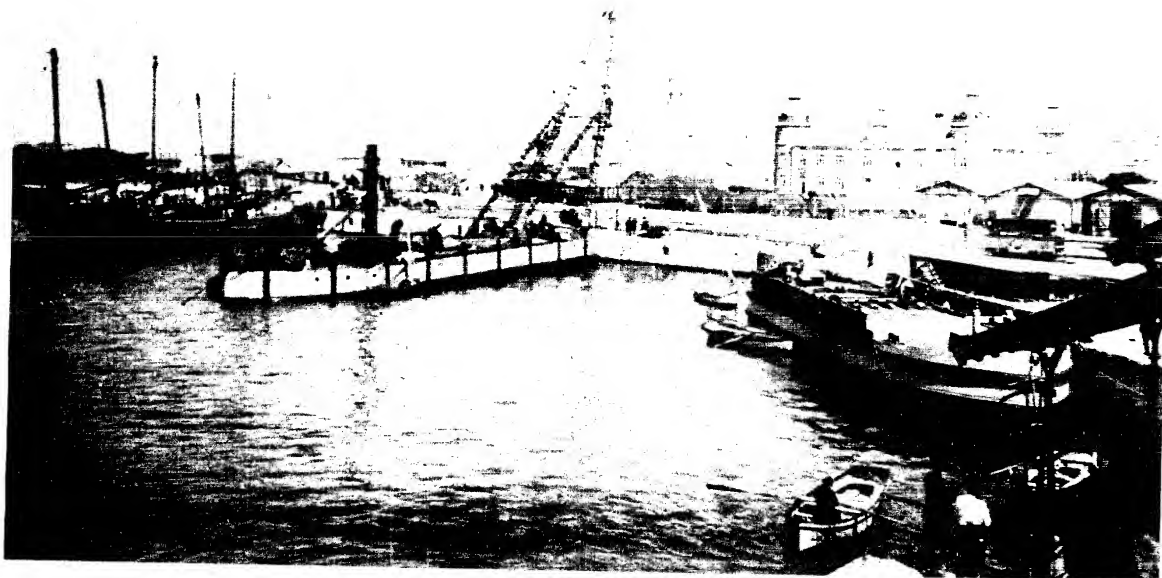
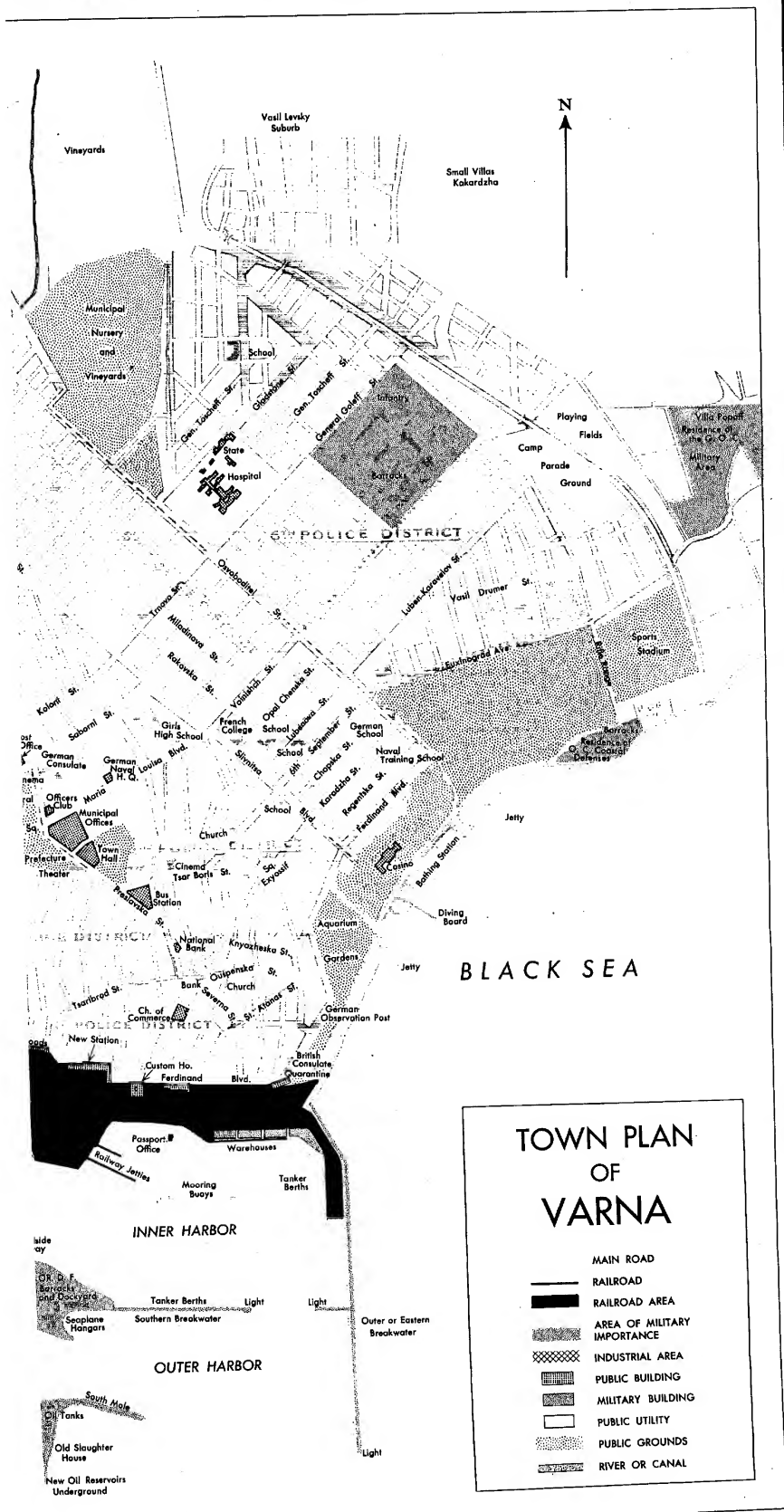


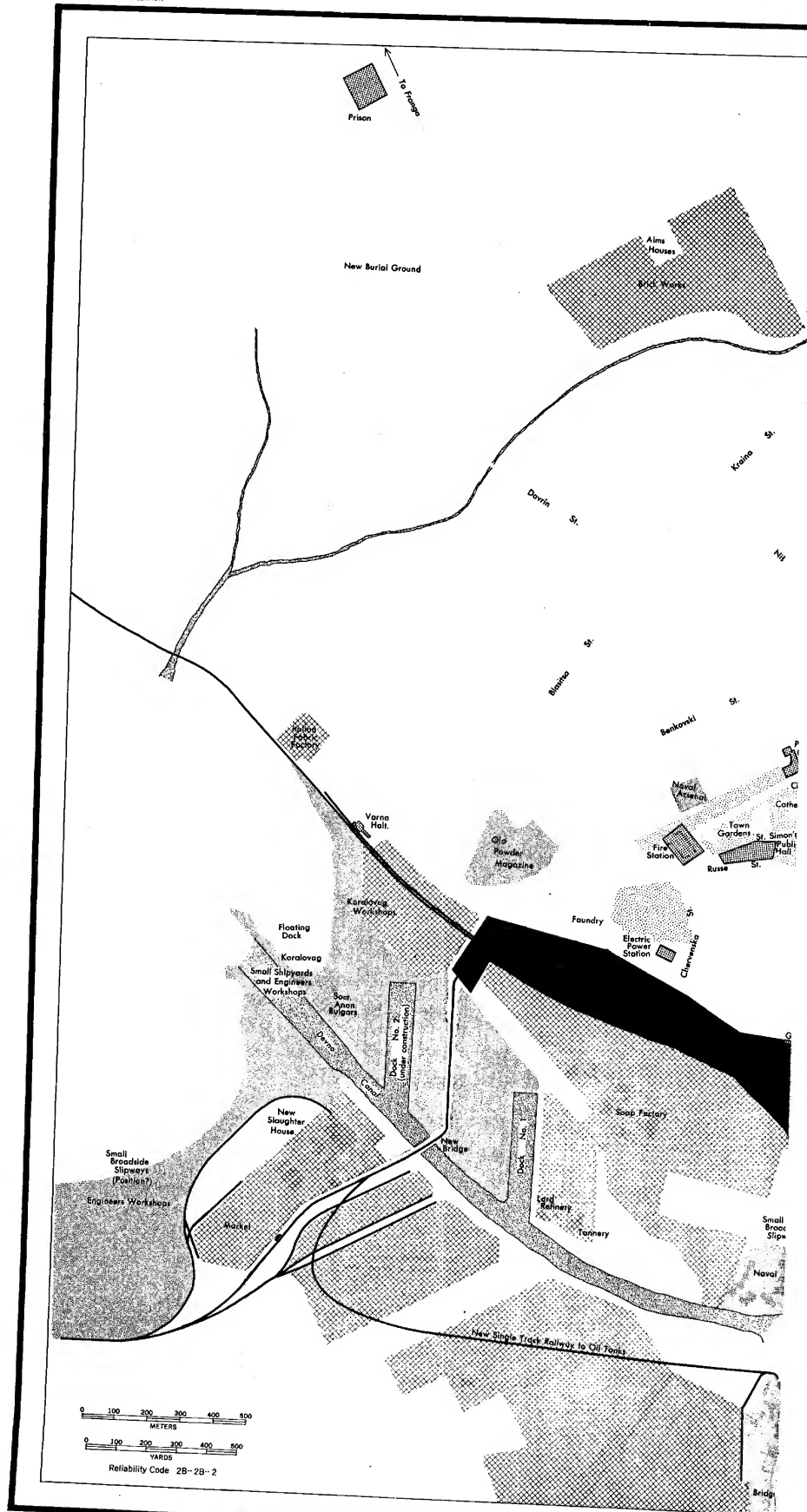
Illustration V - 9. Varna.
Looking north from commercial harbor towards the main railroad station (middle background)
and port administration building (right background).

Figure 1-3
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3. Functional areas. In the center of the city is an easily recognizable cathedral with six cupolas. Close by are administration buildings and the town hall. Commercial establishments and small shops are on Nishka Street and Slivnitsa Street. Large gardens, like the "Maritime Garden" and "Aquarium Garden," are along the beach. Industries are concentrated in the southern part of the city and near the railroad yards. The commercial port is in the southeast corner of the city and the naval dockyard and barracks are at the entrance to the Devna canal and the inner harbor. Docks and repair facilities are located in the channel and lake area. Warehouses are near the railroad station and yards. The main residential districts are in the northern part of the city.

4. Potential open storage areas. The principal intra-urban open areas are the: Aquarium Garden, bathing station with park, Marska Maritime Garden, Sport Stadium, and square around the cathedral.

Periurban open areas are the municipal nursery vineyard and the area north and northwest of city.

(3) Means of access.

(a) *Ports and waterways.* Varna, at the head of Varna Bay, is one of the two chief Bulgarian Black Sea ports. There are port facilities both in an artificial inner harbor and on Lake Devna, the two being connected by a canal 16 feet deep (Illustration V - 9) (see Chapter VIII, Topic No. 81).

(b) *Railroads.* Varna is on only one railroad line, which enters the city from the west. However, several junctions 15 to 20 miles west of city give direct access to the following lines:

Dobrich, via Iovkovo where it meets line from Shumen;
Sofiya, via Shumen and Kaspichan;
Ruse, via Razgrad and Kaspichan; and
Staro Orekhovo, via Sindel.

A line is under construction which will connect Sindel with new Shumen/Karnobat line at Murina and shorten the distance from Varna to southern Bulgaria by about 100 miles. The main railroad station, recently built, is near the inner harbor. A short distance outside the station, a branch line curves south and serves the industrial establishments on the lake shore and the oil-filling station at the seaward end of the ship canal. Large freight yards with small repair facilities are near the Devna canal.

(c) *Highways.* Varna is the terminus for several important roads and highways from the interior, from the port of Burgaz, and from Rumania. Highways focus on the square in front of the Town Hall and enter the city as follows:

FROM	STREETS
North (Constanta, Rumania)	Enters city from north in Vassil Levsky suburb, thence along Kraina St., Nishka St., Maria Louisa St. to Town Hall.
Northwest (Dobrich)	Enters city from east along Dovrin St. Kraina St. then as from north.
West (Shumen)	Joins road from Dobrich about three miles outside city and enters city as outlined above.
South (Burgaz)	Enters city from south in industrial suburb of Aspatikhovo, crosses via Devna channel, crosses railroad line and follows Rousenska St. to Town Hall.
South (Burgaz)	Newer road from Burgaz via Aitos and Provadiva enters city from the southwest.

(d) *Airfield.* The Ses. Sevmes landing ground lies on the southeast shore of Lake Devna, about one-half mile (one km.) from the canal exit. Chaika or Chaira airdrome is just southwest of the Peinirdzhik seaplane base which is on the south side of Lake Devna. A landing ground has been reported about 20 miles (32 km.) southwest of Varna at Krivini (Gebesh). A hangar and slipway are in the naval dockyard on the southern breakwater.

The topography of the Varna district between the ranges of hills to the north and south is suitable for the construction of additional airfields. (Also see Chapters XI and XIII.)

(4) Billiting facilities.

(a) *Hotels and boarding houses.* Billiting facilities at the hotels are unknown (Table V - 11).

TABLE V - 11
VARNA, HOTELS AND BOARDING HOUSES

NAME	LOCATION
Gr. Hot. Moussala.....	Malka Preslavka St.
Gr. Hot. London.....	2 Moussala St.
Sofiya Palace.....	Preslavka St.
New York.....	15 Roussenska St.
Splendid Palace.....	Nezavisimost Square (or 36 Preslavka St.)
Moskva.....	15 Tsaribrodskia St.
de Paris.....	Preslavka St.
Royal.....	Malka Targovska St.
Orel.....	Malka Targovska St.
Commercial (Targovski).....	4 Preslavka St.
Boris.....	Tsaribrodskia St.
Nov Preslav.....	1 Tsar Simeon St.
Monastery of St. Constantine, converted into hotel.....	Six miles (nine km.) north of town
Shumen.....	4 Panagurishte St.
Makedonia.....	Roussenska St.
Ostrov.....	Roussenska St.
Berlin.....	Tsarigradska St.
Tsarigrad.....	Tsarigradska St.
Boulevard.....	Nezavisimost Square
Dobrogea.....	Nezavisimost Square
Praga.....	St. Nicholas St.
Odessus.....	Filaretova St.
Gilmaiden.....	Bldv. Ferdinand
Dr. Chichoff.....	Exarch Joseph Square
Villa Primorska (Boarding House)...	Bldv. Ferdinand (near beach)
Zdrave (40 rooms) " "	Exarch Joseph Square
Villa Terzetta " "	21 Regentska St.

(b) *Private dwellings.* There are numerous villas to the north toward Cape Sveti Konstantin. At this cape there are also villas, as well as a rest colony for port employees.

(c) *Schools.* Schools which might be used for billiting are listed in Table V - 12.

TABLE V - 12
VARNA, SCHOOLS

NAME	LOCATION
Collège de St. Michel (French Assumptionists).....	6th September St.
Collège des Dames de Sion (400 pupils).....	—
Collège St. Andre des Soeurs Oblates.....	Bldv. Slivnitsa
Girls' High School (with museum).....	Maria Louisa St.
Boys' High School.....	Bldv. Slivnitsa
Fishery School.....	—
Academy of Commerce.....	Evksinograd St.
German School.....	Chopska St.

(d) *Other possible billeting places.* These are listed by type in Table V - 13.

TABLE V - 13

VARNA, OTHER POSSIBLE BILLETING PLACES

TYPE	NAME	LOCATION
Theater	Municipal Theater.....	Maritime Park (summer) and Municipal Garden (winter)
Movie		
Theater	Rankov.....	Shipka St.
"	Cinema Palace.....	—
Museum	Maritime Museum.....	—
"	Aquarium.....	—
Club	Casino.....	In Maritime Park
"	Military Circle.....	Place Metropole Simeon
Bathing		
House	Bathing establishment.....	—
Castle	Evksinograd Castle (royal castle).....	Four to five miles (six to eight km.) from Varna, on Cape Sv. Dimitri
(see Illustration III - 65)		
Barracks	Naval Barracks.....	On west side of inner harbor
"	Barracks.....	At east end of Maritime Park

(5) *Buildings.*

(a) *Construction and height.* Although there are several large buildings such as the cathedral, hotels (over five stories), high schools and barracks, houses are generally small, with one or two stories. There is no information on the material used, but brick is presumed.

(b) *Principal buildings.* The principal buildings in the city which might be used for billeting are listed in Table V - 14.

TABLE V - 14

VARNA, PRINCIPAL BUILDINGS

BUILDING	LOCATION
Town Hall.....	Second Police District, Rue Preslavka
Prefecture.....	Second Police District, Rue Preslavka
National Bank.....	Preslavka St. and Debarska St.
Post and Telegraph Office....	Sarboni St.
Fire Station.....	Rousenska and Tschervenska Sts.
Naval Barracks.....	South Bank of Lake Devna, also entrance to canal
German Naval Headquarters.	North side of Maria Louisa Blvd., near cathedral
Infantry Barracks.....	Sixth Police District, northern part of town
Electric Power Station.....	Zaribroska and Chervenska Sts.
Railroad Station Building....	Blvd. Ferdinand
Central Bus Station.....	Tsar Boris and Preslavka Sts.
Officers' Club.....	Maria Louisa and Preslavka Sts.
Naval Training School.....	Karadja Street
Casino.....	Near the beach and Slivnitsa St.

(6) *Internal transport.* Varna has four bus lines, one of which runs east-northeast to Sveti Konstantin. Intraurban bus lines run to Burgaz via Provadiya and Aitos and several other nearby towns.

(7) *Repair and service facilities.* The repair and service facilities available are listed in Table V - 15.

TABLE V - 15

VARNA, REPAIR AND SERVICE FACILITIES

TYPE OF ESTABLISHMENT	NUMBER IN CITY
Ships, locomotives, trucks, etc.....	3
Explosives.....	1
Garages.....	3
Metal manufacturers.....	6
Nautical parts.....	1
Tin manufacturers.....	1
Slaughterhouse.....	1
Ammunition (small).....	1

(8) *Public utilities.*

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* None.

(9) *Warehouses and storage.* The transport firm "Express," of Sofiya, has a warehouse in Varna. Warehouses in the port area have a total capacity of 87,000 tons, including three warehouses on or near the north and northeast quays with a capacity of about 57,000 tons.

(10) *Health and sanitation facilities.* The city is said to be healthy but malaria is common in summer in the lowlands west and southwest of the city (see Chapter IX, Topic No. 93).

Because Varna is a large and popular summer resort, it has more nearly adequate medical facilities than most Bulgarian cities of this size. Varna has a large state hospital with 360 beds and a state sanitarium, the Morsh; Dorski Sanitarium "Tsaritza Ioanna," with 320 beds, and an army hospital. A hospital and dispensary are connected with the bathing establishments. Along the coast near Varna, ten or more large sanitarium and rest homes, each with over 200 beds, could be used as hospitals. There is a permanent child's sanitarium of 300 beds about six and one-half miles from Varna. The Germans are using many large buildings and schools as convalescent hospitals for wounded soldiers, and have constructed a large hospital with 400 rooms on the shore of a lake near Varna. The latter will take care of 3,000 to 4,000 men in barrack form.

In the city is one of the country's four quarantine stations, a veterinary substation, a bacteriological institute on Rue Parachkeva, and a School of Nursing.

In 1939 the city had about 150 doctors, 40 dentists and 30 druggists.

Sanitation in the city is good as there are no open sewers.

(11) *Vulnerable points.* Important vulnerable points in the Varna area are the:

Important railroads and highways,
Naval and shipping center with repair and building facilities,
Important industrial establishments including factories producing explosives and other war materials,
Large facilities for housing troops,
Important aerodromes in city and vicinity,
Power plant and wireless facilities, and
German Headquarters and Bulgarian defense center.

(12) *Bomb damage estimate.* The city had not been bombed through 20 August 1943.

D. Ruse (1943 estimate: 55,000; 1939 estimate: 52,000; 1934: 49,388.)

(1) *Importance.*

(a) *Strategic.* Ruse (Russe, Rustchuk) is in northeastern Bulgaria on the south bank of the Danube at the mouth of the tributary Rusenski Lom (also called Kara Lom) River. It is across the river from Giurgiu, Rumania, to which it is connected by the only Bulgaria-Rumania railway ferry and by a German-built pontoon bridge (see Illustration VII-33). The fourth largest city in the country, it is the most important Bulgarian port on the Danube and receives large quantities of Axis war materials shipped down the river from central Europe. Ruse is the terminus of four important highways and two railroads from the east, south and west.

(b) *Economic.* The city has many industries, the most important being: sugar refining, petroleum refining, the manufacture of alcohol and beer, leather, soap, paints and dyes, cotton and silk, rubber goods and clothing, nuts, bolts, and wire, and food products. It ships grain for the Dobrogean hinterland. The city has a produce exchange and a chamber of commerce.

(c) *Political.* Ruse is the administrative center of the Ruse district (*okolia*) of the Shumen region (*oblast*), the seat of the regional court, and one of three courts of appeal in the country. It is also headquarters of the Orthodox Metropolitan of Dorostol-Cherén, the bishop of the Gregorian (Armenian) church, and the bishop of the Roman Catholic church.

(2) *Physical characteristics.*

(a) *Site.* The city extends in a general northeast-southwest direction for several miles along the right bank of the

Danube, to the north and east of the mouth of the Rusenski Lom (Kara Lom) River (Figure V-4). The shore line is sloping and paved with cobblestones, but most of the city is on terraces well above the river; the terrain slopes upward from the waterfront to hills which enclose the city on the south and east. The altitude is 75 feet (23 m.) at the port station and 262 feet (80 m.) at the old station in the southwest part of the city. The width of the Danube at Ruse is 770 yards (704 m.). Many vineyards are in the surrounding areas.

(b) *Pattern.*

1. *Streets.* In the central part of the city, streets are with few exceptions paved and wide enough for two lanes of traffic. The old city has narrow, crooked streets not suitable for motor traffic. The main thoroughfares are Blvd. Tsar Ferdinand, along the river front wide enough for at least three lanes of traffic; Blvd. Knaz Aleksandr I, which traverses the length of the city parallel to Blvd. Tsar Ferdinand and is continued as a road to Turtucaia; and Blvd. Tsar Boris which runs south from the center of the city to merge with the Razgrad/Varna highway (Illustration V-10).

2. *Compactness.* The city is very closely built.

3. *Functional areas.* Industries are concentrated on the south and southeast sides of the city and near the old railroad station in the southwest part. There are large warehouses and storage facilities in the port area. At the eastern end of town are freight yards, and locomotive and maintenance sheds. Residential areas are in the northern part. Commercial establishments are on all main streets and boulevards.

4. *Potential open storage areas.* Intraurban open areas are the: municipal park in northeast part (space to park 200

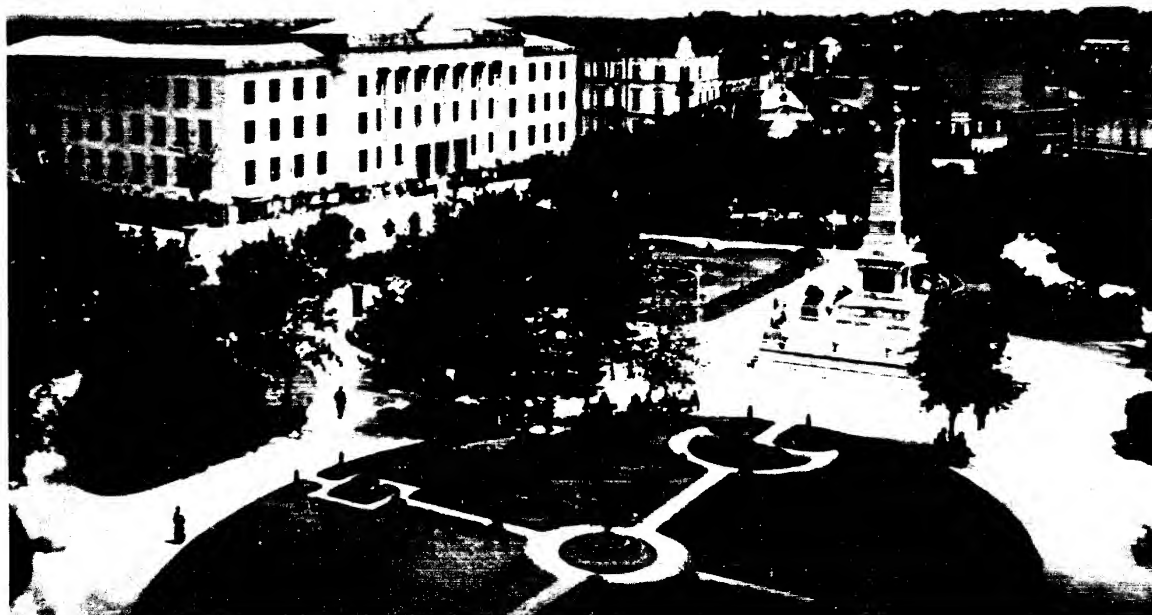
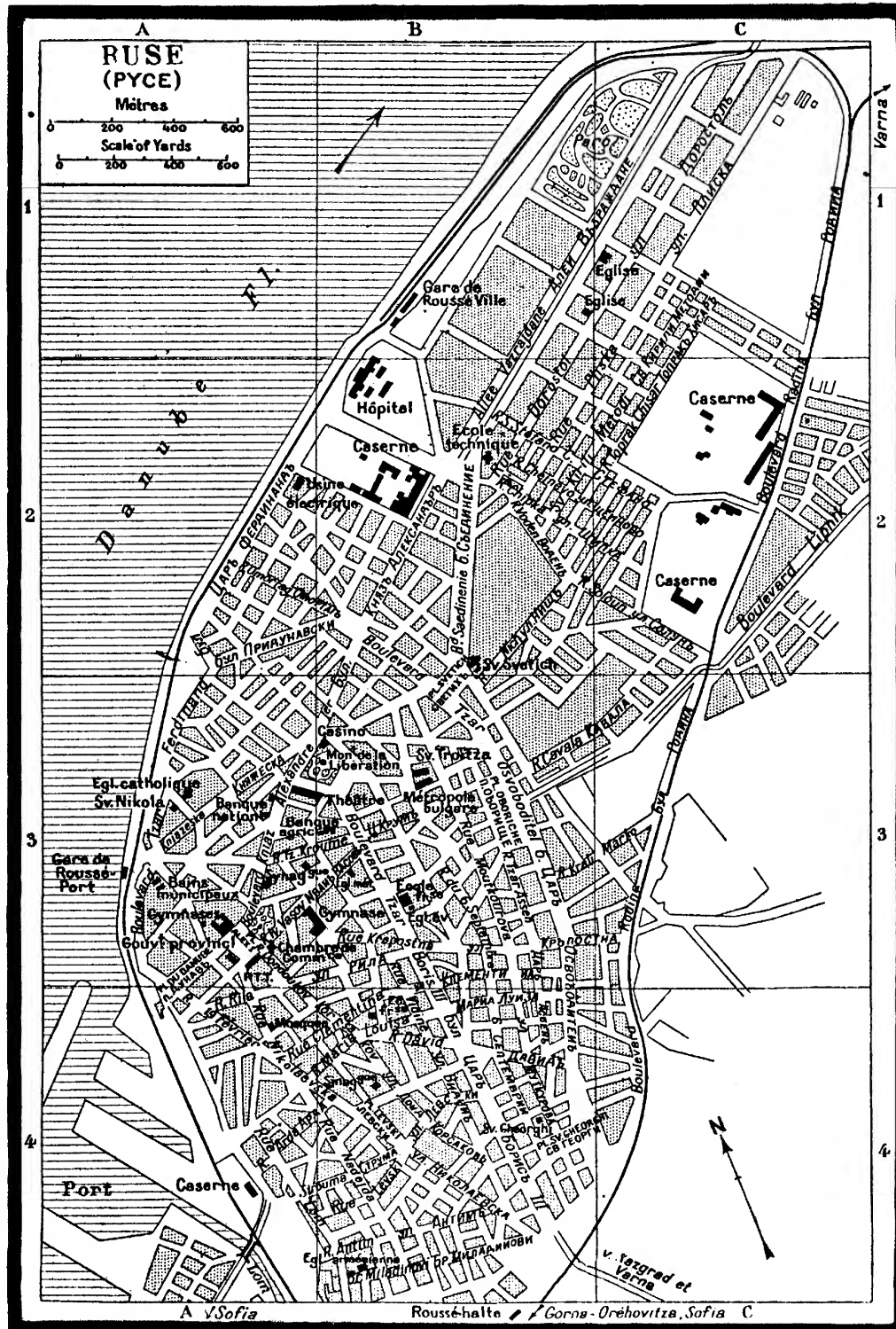


Illustration V-10. Ruse.

Main square looking north. Liberation Monument (right background); new, unidentified building (left background).

PROVISIONAL EDITION

FIGURE V - 4



MAP NO. 2719
13 OCTOBER 1943

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Illustration V-11. Ruse.

Looking south towards terminal of Danubian Steamship Navigation Company and new railroad station.
Picture taken from boat on Danube about 1932.

cars), square with Liberation Monument (Illustration V-10), Park Aleksandr, and square in front of new railroad section.

Near the city, vineyards and open areas on slopes would provide open storage areas.

(3) Means of access.

(a) *Port and waterways.* As Bulgaria's chief Danube port, Ruse is well equipped to load and unload river barges (Illustration V-11). The main port area, recently enlarged, is in a new enclosed harbor in the mouth of Rusenski Lom River. (See Chapter VIII, Topic No. 81, for details of port and shipping facilities.)

(b) *Railroads.* Ruse is the northern terminus of the rail line from Varna, via Kaspichan and Razgrad, and the line from Gorna Orekhovitsa, via Bela. Railroad ferries run from Ruse across the Danube to Giurgiu, Rumania, to connect with Rumanian railroads.

The city has three railroad stations which are connected by a girdle line:

City station. On northwest waterfront (formerly terminus of Varna line).

New port station. On waterfront 1.3 miles (2.09 km.) upstream from city station.

Former Gorna Orekhovitsa station. On southwest outskirts of city, four miles (six km.) from city station (now a waystation on line to Gorna Orekhovitsa).

The Varna line runs through the northeast part of the city to the waterfront, then along the waterfront to the city and port station. The Gorna Orekhovitsa line enters Ruse at the southern end and leads directly to the port station where it meets the Varna line. An alternate route along the

city's eastern edge also connects the Varna and Gorna Orekhovitsa lines and thus forms a girdle line around the entire urban area.

At the east end of the city are freight yards, locomotive sheds and maintenance shops, and one of the principal repair workshops in the country. At the port station are additional locomotive sheds and several sidings, some of which run along the quay and permit direct transfer of freight between cars and boats. The port station has siding accommodations for approximately ten trains of 40 cars each.

(c) *Highways.* Ruse is a junction of four important highways from the northeast, southeast, south, and west as well as several lesser roads. The main highways meet at the square in front of Liberation Monument and enter the city as follows:

FROM	STREETS
Northeast (Silistra).....	Allée Vazrajdan to Liberation Monument
Southeast (Varna).....	Crosses Blvd. Radina, enters city on Blvd. Tsar Boris III and goes straight to Liberation Monument
South (Bela).....	Blvd. Tsar Ferdinand, Kniazeska St. to Liberation Monument
West (Svishtov) (new road along the Danube).....	Joins road from Bela outside city

(d) *Airfields.* A landing field is about one mile (1.25 km.) northeast of the city (see Chapter XI, Topic No. 119).

(4) Billeting facilities.

(a) *Hotels.* The three hotels which might be used for billeting are the: Splendide (50 beds, one bathroom to each floor), Teteven (very old; 30 beds), and Bristol.

(b) *Private dwellings.* No information is available.

(c) *Schools.* Table V - 16 lists five schools which might be used for billeting.

TABLE V - 16
RUSE, SCHOOLS

NAME	LOCATION
Frères des Ecoles Chrétiennes (French; in old building of German School).....	Bldv. Tsar Boris III
German School (new building).....	—
Ecole technique et d'arts et métiers (technical and arts and crafts school).....	Bldv. Saedinenie
Two "gymnasiums" (high schools).....	Aleksandr I Square Ivan Vasoff St.

(d) *Other possible billeting places.* These are the: Municipal Theater, Casino, and barracks to the north (Bldv. Knaz Aleksandr), northeast (Bldv. Radina), and southwest (near port).

(5) Buildings.

(a) *Construction and height.* The central part of Ruse is modern, with three- and four-story buildings constructed of brick and concrete. In the city as a whole one- and two-story buildings are most common.

(b) *Principal buildings.* Principal buildings which might be used for billeting are listed in Table V - 17.

TABLE V - 17
RUSE, PRINCIPAL BUILDINGS

NAME	LOCATION
Provincial Government.....	Aleksandr I Square
Chamber of Commerce.....	Aleksandr I Square
Municipal Baths.....	Kniazeska Blvd.
National Bank.....	Bldv. Knaz Aleksandr
Officers' Casino.....	Liberation Monument
Town Hall.....	Aleksandr I Square

(6) *Internal transport.* Ruse has a bus system and is also a center for many bus lines to surrounding communities. There are two automobile ferries across the Danube, with a capacity of three vehicles each, which require 45 minutes for a round trip to Giurgiu.

(7) *Repair and service facilities.* The repair and service facilities available are listed in Table V - 18.

TABLE V - 18
RUSE, REPAIR AND SERVICE FACILITIES

TYPE OF ESTABLISHMENT	NUMBER IN CITY
Metal manufacturers.....	7
Tin manufacturers.....	2
Tanning.....	2
Municipal slaughterhouse.....	1
Rubber manufacturers.....	2
Petrol refinery.....	1

(8) Public utilities.

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* None.

(9) *Warehouses and storage.* Large wholesale warehouses, their location and capacities unknown, are concentrated in the port area.

(10) *Health and sanitation facilities.* Ruse, on the Rumanian border, is an inlet for contagious diseases, despite its quarantine station. That disease is carried across the border is shown by an epidemic of typhus reported there in 1942. Ninety cases were reported (the highest number for any Bulgarian town) with a total number of reported cases in

the kingdom being 649. The epidemic broke out in March during which there were 81 cases in Ruse. The neighboring land along the Danube is malarial.

Ruse has a state hospital with 430 beds. It is a large stone structure near the river, between the barracks and station. A veterinary substation also is there.

Sanitation is good as there are no open sewers.

(11) *Vulnerable points.* Principal vulnerable points are: the headquarters of the Danube corps and naval patrol on Danube River; a large area containing barracks; the port, most important on the Danube with excellent port, shipping and repair facilities; industrial establishments; the pontoon bridge to Rumania (see Illustration VII - 33); the highways and railroads; and the electric power plant for the port and city.

(12) *Bomb damage estimate.* No bombing has been reported.

E. Burgaz (1943 estimate: 53,000; 1939 estimate: 51,000).

(1) Importance.

(a) *Strategic.* Burgaz, on the north side of Burgaz Bay in east-central Bulgaria, has the best harbor on the Black Sea. The port is used as an outlet for Bulgarian exports, for trade between Turkey and Europe and as a secondary naval base. It is the terminus of the railroad to the interior and of five highways leading north and south along the coast and to the interior. Burgaz has an important airdrome and a small seaplane base.

(b) *Economic.* The city is economically important as a commercial port and as an industrial center. The port serves the grain and tobacco areas of southern Bulgaria and handles 25 per cent of the country's foreign trade. It also serves as a bunkering port, using coal from nearby mines. The city has an important grain and stock exchange and the largest flour mill in the Balkans. Other leading industries are: the manufacture of vegetable oil, chocolate, sugar, soap, and brick; fish canning; and several small metal factories.

(c) *Political.* Burgaz is the administrative center of a region (*oblast*) and of a district (*okolia*).

(2) Physical characteristics.

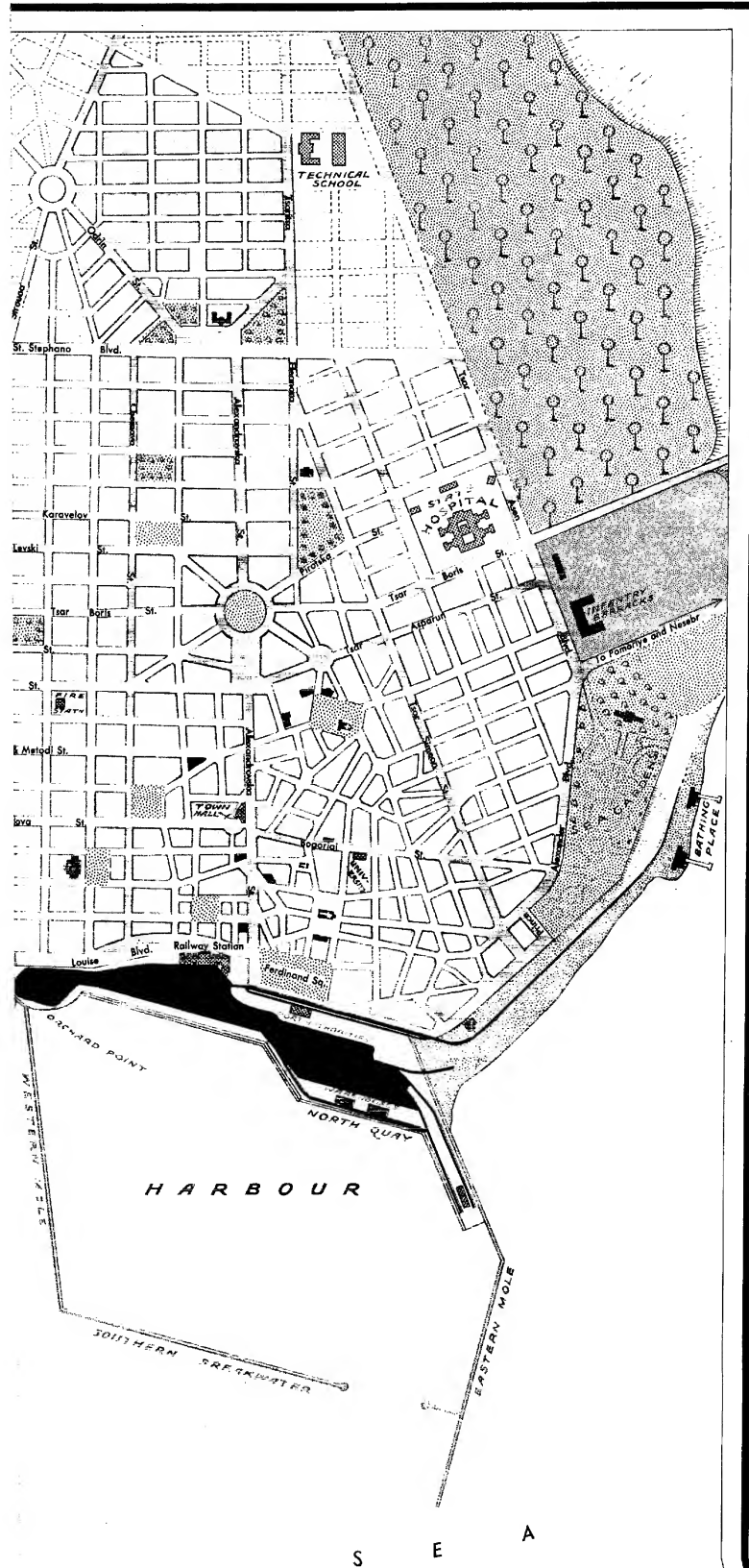
(a) *Site.* The city is on a narrow strip of land at the west end of Burgaz Bay, between the sea and two marshy lakes (Figure V - 5). The bay is 7.5 miles (12 km.) wide and 9.3 miles (15 km.) long (east-west). Burgaz is bordered on the west by Lake Vaya-Koi, on the south by the port and on the east by the bay. To the north it extends almost to Lake Atanaskoi. The hinterland is level and marshy, with occasional hills or dunes. All three lakes are mostly salt marshes which are being gradually reclaimed and used in salt production.

(b) Pattern.

1. Streets. In the center of the city, eight streets join a circle. All these streets are wide enough for at least two-way traffic. West of the circle streets are straight and paved with macadam. East of the center, in the older, main section of Burgaz, streets are more irregular and paved with stones. The main artery of the city is the two-to-four lane Aleksandrovska Street, which runs north-northwest from the railroad station. Bldvs. Tsar Asen and St. Stephano surround the inner part of the city. Inside these boulevards the street pattern is regular and streets are wide enough for at least two-way traffic.



Figure 38
JANIS NO. 38
CONFIDENTIAL



COMPILED AND DRAWN IN THE BRANCH OF REPRODUCTION
LITHOGRAPHED IN THE REPRODUCTION BRANCH

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CITIES AND TOWNS

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2. Compactness. Burgaz is very closely built and the inner section is especially crowded.

3. Functional areas. The industrial quarter lies west of the port on both sides of a short canal connecting Lake Vaya-Koi with Burgaz Bay. The main government administration buildings and principal commercial establishments are along Aleksandrovska Street. The residential section is in the northern part of town. Along the harbor are numerous railway sidings, unloading facilities and warehouses.

4. Potential open storage areas. The main intraurban open areas are: Ferdinand Square, in front of the main railroad station; the circle and several open squares, in the center of city; and the Sea Garden. Around the city on all sides are large open areas which are mostly marshy; and along the east side of town is a large park overlooking a beach.

(3) Means of access.

(a) *Port and waterways.* Burgaz is the leading Bulgarian commercial port. Port facilities are at the south edge of town (see Chapter VIII, Topic No. 81, for details of port facilities).

(b) *Railroads.* Burgaz is the eastern terminus of a trunk line from Plovdiv. Small lines also run northeast to Pomoriye. One line runs direct to the lignite mines in Hodzhilar and a branch line, running south between Lake Vaya-Koi and bay, serves factories and loading docks. The railroad station is a modern building located near the harbor area.

(c) *Highways.* Burgaz is the junction of five highways running north and south along the coast to the interior. The highways focus on Ferdinand Square at the railway station and enter city as follows:

FROM	STREETS
North (Varna)	Bldv. Tsar Asen, Prince Aleksandr Square
Northwest (Aitos, junction of roads from Shumen and Ruse)	Odrin St., Bldv. St. Stephano, Bldv. Tsar Asen, Aleksandr Blvd.
Southeast (Sozopol)	Meets highway from Malko Trnovo and enters city over bridge, Ferdinand St., and Aleksandrovska St.
Southeast (Sredets)	Joins road from Sozopol south of city
South (Malko Trnovo)	These routes enter the city on new streets;
Southwest (Elkhovo)	names and exact locations are not known.

(d) *Airfield.* The Saravafo airdrome lies 1.25 miles (1.9 km.) inland on the north shore of Burgaz Bay about 6.5 miles (10.1 km.) north-northeast of Burgaz and near the village of Ingenieur Saravafo. Burgaz also has a seaplane base northeast of the city (also see Chapters XI and XIII).

(4) Billeting facilities.

(a) *Hotels.* Hotels which might be used for billeting are given in Table V - 19.

TABLE V - 19
BURGAZ, HOTELS

NAME	LOCATION
Imperial	11 Aleksandrovska St.
Bristol	—
Continental	2 Tsar Krum St.
Splendide-Palace	3 Benkovski St.
Benezia	13 Aleksandrovska St.
Targovski	12 Ferdinand Square

(b) *Private dwellings.* No information is available.

(c) *Schools.* The Technical School on Tsaritsa Eleonora Street might be used for billeting.

(d) *Other billeting places.* Other places available for billeting are the barracks on Blvd. Tsar Asen, the University on Bogoroi Street and the Museum.

(5) Buildings.

(a) *Construction and height.* Residential houses are largely two-story, brick; commercial and other large buildings are three and four stories high, also of brick. The new city hall, two large high schools, the army barracks, and four large hotels are newer buildings in the town.

(b) *Principal buildings.* The principal buildings, which might be used for billeting, are given in Table V - 20.

TABLE V - 20
BURGAZ, PRINCIPAL BUILDINGS

NAME	LOCATION
Post Office	Aleksandrovska St.
Town Hall	Aleksandrovska St.
Municipal Buildings	Rue Ferdinand and Aleksandrovska St.
Fire Station	Slivnias and Gladstone Sts.
University	Fotinov St.
Stock Exchange	Aleksandrovska St.
Old Railway Station	Blvds. St. Stephano and Maria Louisa
Main Railroad Station	Ferdinand Square
Port Authorities	Ferdinand Square
American Malaria Institute	Location not known

(6) *Internal transport.* Most internal transportation is by automobile, truck or cart, except for a railroad spur running from the station to the bathing beach along the east shore. It is possible to use the railroad from the old railroad station to the new, passing along the west and south side of town. An 11-mile trolley bus line running north to Burgaz mineral baths was provided for in the 1941 appropriation. There are probably not more than 500 cars and trucks in the city; local trucking is done by high-platform carts. Small motorboats and a small steamer ply between Burgaz and the nearby coastal towns, including Sozopol, Pomoriye and Nesebr. Bus lines run to Malko Trnovo, Sozopol, Tsarevo, and Varna (via Aitos and Provadiya), and to several villages.

(7) *Repair and service facilities.* Repair and service facilities available in Burgaz are listed in Table V - 21.

TABLE V - 21
BURGAZ, REPAIR AND SERVICE FACILITIES

TYPE OF ESTABLISHMENT	LOCATION OR NUMBER IN TOWN
Railway workshops	State railway repair workshops (also used for repair of small ships)
Carpentry workshop	In small new shipyard southwest of harbor
Metal manufacturers	3
Other facilities	3

(8) Public utilities.

(a) *Water.* No information is available.

(b) *Gas.* None.

(c) *Electricity.* See Topic No. 64.

(9) *Warehouses and storage.* The transport firm "Express" warehouse and other warehouses have accommodations at the port. Those definitely known are: two grain warehouses on the north quay; a flour warehouse; a wooden warehouse, recently built (floor space 4,000 square yards); and two small warehouses, one wooden and one stone, near the railway station.

(10) *Health and sanitation facilities.* Anti-malarial work in the Burgaz region is carried out under the auspices of the Rockefeller Foundation, and a malaria-control institute which

was set up in 1935. However, malaria continues to be a problem on the landward outskirts of the city, where marshes breed mosquitoes, resulting in malarial outbreaks, especially in July and August.

Some information on venereal diseases has been assembled by a medical unit established in Burgaz in 1926. A report from this unit states that of 135,022 persons examined in 1926, 7.2 per cent were syphilitic, and that of 258,476 examined in 1930 only 0.7 per cent were infected. (It is unlikely that careful study would confirm the picture given above if it is assumed that there was no radical population shift affecting Burgaz during this four-year period. Even if no new syphilis was introduced into the area during these years, the "Wasserman-fast" group alone would give a higher percentage than 0.7 per cent. On the other hand, new syphilis spread through prostitution would certainly keep the syphilis rate well above 0.7 per cent even if it were assumed that all syphilis in 1926 had been cured.) During the last few years legal and illegal prostitution has undoubtedly increased, as it has everywhere in southern Europe, and an increasing incidence of venereal diseases can be expected.

Burgaz has a large state hospital with over 200 beds, a small army hospital, and three or four private hospitals with a total of more than 100 beds. Elementary school buildings reportedly are used as hospitals for wounded German soldiers from Russia and Africa.

A veterinary substation is in Burgaz. All tests, sera and injections are given free, and the owner is compensated 60 to 80 per cent for the death of animals from contagious diseases.

Sanitation is reportedly good; a system of closed sewers is supposed to empty into the Black Sea.

(11) *Vulnerable points.* Principal vulnerable points in and near Burgaz are: the army headquarters and naval command, the port facilities, the large railroad facilities, and the air facilities.

(12) *Bomb damage estimate.* No bombing had been reported up to 20 August, 1943.

F. Pernik (1940: 21,121; 1934: 15,977).

(1) *Importance.*

(a) *Strategic.* Pernik is in west-central Bulgaria, 17 miles (27 km.) west-southwest of Sofiya and at the head of the Struma Valley. Pernik is on the main highway and railroad from southern Bulgaria and Greece to Sofiya. Eighty-seven per cent of all Bulgarian coal is mined within a radius of three miles of the town.

(b) *Economic.* Virtually the only industries in Pernik are coal mines and associated activities. In order to meet wartime needs, a blast furnace, a synthetic oil plant with a capacity of 20,000 tons a year, and a nitrate plant, are to be constructed in Pernik to utilize coal. A glass factory and an iron foundry and briquette factory are also located there. Bulgaria's largest cement factory, "Granitoid," is located at Batanovtsi village, close to Pernik.

(c) *Political.* Pernik is the center of a commune, including six villages, in the district and region of Sofiya.

(2) *Physical characteristics.*

(a) *Site and area.* The center of the town is in a hollow with other portions extending up the slopes of the surrounding hills (Figure V - 6 and Illustration V - 12). To the east is Mount Vitosha; to the north, Lyulin Mountain; to the south, Golo Burdo hills; and to the west, the Cherna Gora. Coal mines are on the north side of town in a bare hilly area. The altitude of the city is 2,461 feet (750 m.).

(b) *Pattern.*

1. *Streets.* Pernik has grown around the mines. It has modern streets, with the main artery running north from the railroad station to the Mines Administration Building. Only the main streets are paved.



Illustration V-12. Pernik.

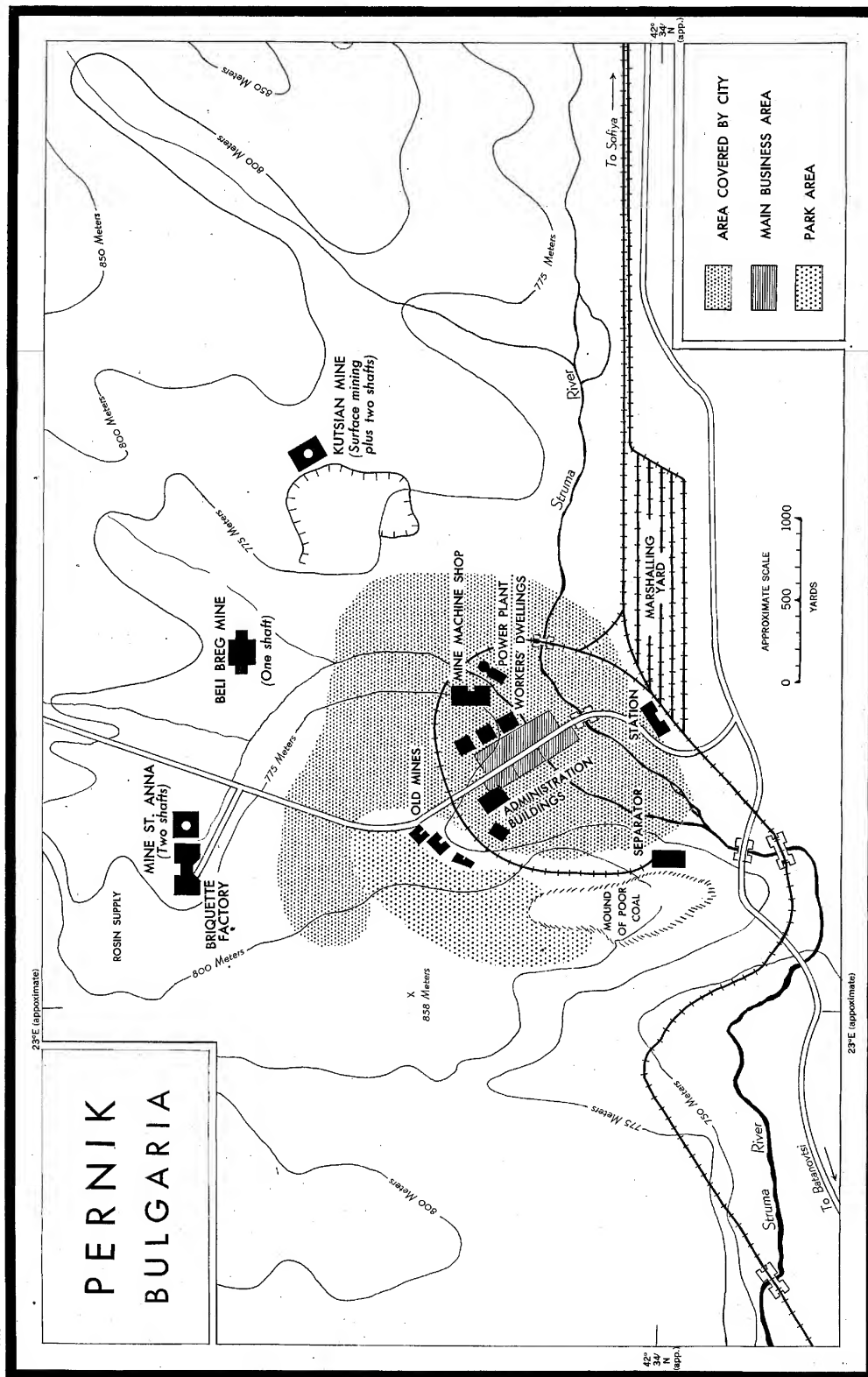
General view looking approximately east to Mount Vitosha (about 1941).

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CITIES AND TOWNS

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FIGURE V - 6



COMPILED AND DRAWN IN THE BRANCH OF RESEARCH AND ANALYSIS, OSS

MAP NO. 1427 30 NOVEMBER 1942
REVISED 1 SEPTEMBER 1943

2. Compactness. No information is available.

3. Functional areas. In the center of town are 13 housing projects (158 buildings), as well as vital maintenance and repair facilities and a power plant for the mines. The briquette factory is on the north side of the city, and a coal separator and a railroad station on the south side.

4. Potential open storage areas. No information is available.

(3) *Means of access.*

(a) *Railroads.* The city is on the main rail line from Sofiya to southwestern Bulgaria. It has large freight yards and an extensive electric mine railway network.

(b) *Highways.* Pernik is on the important highway from Sofiya to southwestern Bulgaria.

(c) *Airfields.* None reported.

(4) *Billeting facilities.* The city has 13 relatively modern housing projects for mine workers. These comprise 158 buildings with a total area of 346,429 square feet.

(5) *Buildings.*

(a) *Construction and height.* Houses are generally two or three stories high and built of brick covered with heavy plaster.

(b) *Principal buildings.* No information is available.

(6) *Internal transport.* Miners reach the outlying mines by narrow-gauge electric and standard-gauge coal trains.

(7) *Repair and service facilities.* There are extensive repair and maintenance facilities at the state-owned coal mine, a metal shop and an iron foundry.

(8) *Public utilities.*

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* None.

(9) *Warehouses.* No information is available.

(10) *Health and sanitation facilities.* Medical service connected with the mines includes three dispensaries, a 100-bed hospital in the town and a 40-bed rest home on a hill south of town. About nine miles (14 km.) southeast of Pernik, is a large rest home for children, with accommodations for about 200. (Also see Chapter IX, Topic No. 93.)

There are public bathhouses in the city and at the mines.

Sewerage in all the buildings associated with mines is reported to be modern. Elsewhere it is primitive.

(11) *Vulnerable points.* The main vulnerable points are the many buildings and factories connected with the mining activities and the railroad yards.

(12) *Bomb damage estimate.* No bombing has been reported.

G. Vidin (1934: 18,599).

(1) *Importance.*

(a) *Strategic.* Situated in the northwest corner of Bulgaria, Vidin is the country's westernmost Danube port. It is the terminus of the Bulgarian railway and is across the Danube from the Rumanian railhead at Calafat. It is the focus of four highways from Yugoslavia and central Bulgaria.

(b) *Economic.* Vidin is in a fertile agricultural region in which are produced considerable amounts of cereals, vegetables and grapes. The town has no industrial importance and as a river port has been superseded by Lom, 30 miles (48 km.) to the east.

(c) *Political.* The town is the center of a district (*okolia*), the seat of the Orthodox Archbishop (Metropolitan), and the headquarters of the district court and district police inspector.

(2) *Physical characteristics.*

(a) *Site and area.* Vidin is on an 18-mile-wide plain and extends northeast-southwest along the south bank of the Danube. The city lies on a slight elevation (115 to 125 feet) in a delta or depression between the Topolovitsa River, which borders the town on the west, north, and northeast, and Sveta Petr stream, which passes the town on the southwest. A swamp, south of the city, is separated from the Danube by a narrow causeway over which a road and railway pass. Dikes have been built and efforts made to drain the swamps but disastrous floods still occur in the spring. The Danube is at its narrowest (2,300 feet) immediately upstream from Vidin.

(b) *Pattern.*

1. Streets. Only a small part of the street pattern is regular. Streets are generally straight and wide enough for two-way traffic; the center of the city is paved with stone blocks. Principal streets radiate from the port, one of them extending to the railroad station in the southwest part of the city.

2. Compactness. The city is closely built and crowded.

3. Functional areas. The old Turkish quarter, with flimsy houses, is on the north side west of an old fortress. The new Bulgarian quarter, with substantial one- and two-story houses, is in the southwest part. The business section is in the center, west of the port. Opposite the port is a large open area or square with the port building and railroad sidings on the south, hotels on the west, and a public park, with municipal baths and swimming pool, fronting the river on the north. Beyond, in the northeast corner, are remnants of old fortifications and a partly restored stone and brick fortress.

4. Potential open storage areas. The principal open areas are: the square in front of the port area, the Public Garden in the north, and several vacant areas on north side of city to the west of old fortress.

(3) *Means of access.*

(a) *Port and waterways.* Vidin is the westernmost Bulgarian port on the Danube River. See Chapter VIII, Topic No. 81, for details of port.

(b) *Railroad.* The town is at the end of a branch railroad which joins the Sofiya/Mezdra/Lom line at Brusartsi. About one mile outside the city the line splits, one branch leading to the port and the other to the main station. These two lines are connected by a loop, thus forming a turning triangle which is used in place of a turntable. In an open area alongside the port are several sidings.

The main station is south and west of the port. The station is opposite the Rumanian railhead at Calafat. Steam passenger ferries, which make connections between trains at Vidin and Calafat, require about one-half hour to cross. In 1940 a railroad ferry was under consideration.

(c) *Highways.* The principal highways entering Vidin are from the following points:

Northwest (Bregovo on Yugoslav border).

South (Belogradchik and Sofiya).

Southwest (Kula, and Zagecar in Yugoslavia).

East (Lom). This road follows the right bank of the Danube.

~~Confidential~~**(4) Billeting facilities.**

(a) *Hotels.* Three hotels might be used for billeting. They are the Neptune, Bulgaria and Europa.

(b) *Private dwellings.* No information is available.

(c) *Schools.* The School of Agriculture, location and size unknown, might be used for billeting.

(5) Buildings.

(a) *Construction and height.* Houses are generally one- or two-story and built of brick. There are many peasant shacks along the Topolovitsa River.

(b) *Principal buildings.* No information is available.

(6) *Internal transport.* No information is available.

(7) *Repair and service facilities.* No information is available.

(8) Public utilities.

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* None.

(9) *Warehouses and storage.* There is a large wooden shed in the port (12,300 square feet). Also, freight sheds, capacities unknown, are between the river bank and railroad siding.

(10) *Health and sanitation facilities.* Health and hygienic conditions are reported to be unfavorable in Vidin. Malaria is relatively widespread despite drainage efforts in nearby marshes.

In 1940 there were 106 deaths from infectious or parasitic diseases and 33 deaths from tuberculosis.

A 200-bed hospital is in the city.

(11) *Vulnerable points.* The principal vulnerable points of Vidin are the port facilities and ferry slips, and the railroad yards.

(12) *Bomb damage estimate.* No bombing had been reported through 20 August 1943.

52. City Descriptions, Group II*

This group includes Gabrovo, Kazanlk, Kyustendil, Lom, Pleven, Schumen, Sliven, Stara-Zagora, and Trnovo. They are arranged in order of maximum to minimum latest population estimates.

A. Pleven (1943 estimate: 35,000; 1934: 31,520).

(1) *Importance.* The second largest city in northern Bulgaria, Pleven is in the north-central section, about 20 miles (32 km.) south of the Danube River. In 1940 it was headquarters of the Bulgarian Fourth Army Corps. It is the junction of the Sofiya/Ruse highway with a north-south (Nikopol/Plovdiv) route, and of the Sofiya/Varna railway with a branch to Nikopol on the Danube. Its industries include the second most important cement plant in Bulgaria and a variety of other factories: leather, metal, safes, agricultural machinery, canning, flour and tobacco. It is a market for cereals, sheep, hides, eggs, and poultry. Pleven is the capital of the Pleven region (*oblast*).

(2) *Physical characteristics.* Pleven is in the center of the Danube plateau in a natural amphitheater. The amphitheater is in a valley through which flow two small rivers: the

*Group I (Topic 51), considerable detailed information available.

Group II, some detailed information available.

Group III (Topic 53), little detailed information available.

Tuchenitsa, through the southern and western part of town, and the Grivitsa, along the northern edge of town. Both rivers flow into the Vit River, several miles northwest of Pleven. Elevations vary from 300 to 400 feet (90 to 120 m.) in the city and the sides of the valley rise to 1,000 feet (300 m.). The nucleus of the city is Turkish with the usual tortuous street pattern, but the city has grown greatly in the last 50 years so that most of it is modern.

The main streets have stone-block paving. Parks in the city are potential open storage areas. The area surrounding the city is open but not level.

(3) Means of access.

(a) *Railroads.* Pleven is on the Sofiya/Varna railway. The line to the Danube ports of Somovit and Nikopol branches north from Yasen, three miles (five km.) west of Pleven. The old main railway station west of the city is no longer used for passengers. A new station is in the center of the north side of town. The railway from Sofiya follows the Tuchenitsa Valley.

(b) *Highways.* The highway from Sofiya enters Pleven along the Tuchenitsa Valley. The one from Ruse and the road from the north (Nikopol) join two miles outside the city and enter the northeast end along the south bank of the Grivitsa River. The road from the south (Lovech, Troyan, Karlovo, and Plovdiv) enters the south side of town.

(c) *Airfields.* The airdrome is south of Dolna Mitropoliya village, six miles (nine km.) northwest of Pleven, on the west side of the railway to the Danube ports.

(4) *Billeting facilities.* Potential quarters include five hotels (Tsar Osvoboditel, 123 Aleksandrovska Street; Balkan, 16 Levski Street; Splendide, 1 Buxton Street; Central; Bristol), a museum, and a municipal lecture hall. As a regiment of Vidin infantry corps was stationed there in peacetime, there are probably barracks.

(5) *Repair and service facilities.* The following establishments include known repair and service facilities: two agricultural machinery shops, one metal shop, one fireproof safe shop, and one tanning shop.

(6) Public utilities.

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* None.

(7) *Health and sanitation.* The state hospital has 300 beds.

(8) *Vulnerable points.* Principal vulnerable points in Pleven are: the cement factory west of city, the airdrome northwest of city, and the railroad junction at Yasen, west of Pleven.

B. Sliven (1943 estimate: 33,000; 1934: 30,683).

(1) *Importance.* Sliven (Slivno) is in mountainous country in the eastern part of the Stara-Planina and is a focal point in the highway net of east-central Bulgaria. It is economically important as the commercial center of that region and as one of Bulgaria's principal centers of industry. Textiles (especially army clothing), wine, food, and construction material are the principal products. Sliven is the administrative center of a district (*okolia*) in the Burgaz region (*oblast*).

(2) Physical characteristics.

(a) *Site.* Sliven is at an altitude of 906 feet (275 m.) in a short, funnel-shaped valley, enclosed by mountains on the northwest and south sides but open to the east onto the

Sliven Plain. The main, or western, part of the city lies on slopes; the eastern part, on level ground. The highest mountains to the north are rocky and without vegetation, while those of the southwest, west and northeast are covered with woods or vineyards. Three rivers descend to the city from surrounding hills. The largest one, the Arsenica, flows through Sliven from the northwest to the southeast, and is joined south of the railroad station by the Novosselska River which bisects the eastern part of town.

(b) *Streets.* Streets, though wide in the center of town, are steep and crooked and do not form a regular pattern. Pavements are largely cobblestone. The main arteries converge on or near the bridges crossing the Arsenica River. Five bridges and many paved fords lead across the various rivers.

(c) *Functional areas.* Stores are in the center of town; industries, to the south in the area between the station and the Arsenica River, and to the north in Novo Selo suburb, but chiefly in valleys and gorges of the immediate neighborhood to the north and west. In recent times the town has grown along the plain to the east, where a modern suburb with barracks, a hospital and a veterinary station has developed. A few squares are suitable for open storage in the center of town (on or near the Arsenica River banks) and near the railroad station.

(3) *Means of access.*

(a) *Railroad.* Sliven is on what will eventually be a direct west-east line from Sofiya to Burgaz. The line is complete eastward to Burgaz and westward to Sopot. At Debovo it connects with the north-south trans-Balkan line from Stara-Zagora to Gorna Orekhovitsa.

(b) *Highways.* Six highways converge on Sliven from all directions except the north. First-class roads lead: southeast to Yambol, Elkhovo and Edirne; southwest to Nova Zagora and Stara-Zagora; east to Karnobat and Burgaz; and west to Kazanlk. A first- or second-class road runs northwest to Elena and Trnovo, and a second-class road runs northeast via Kotel Shumen to Varna.

(c) *Airfields.* An all-weather landing field is reported one mile southeast of town near the railway line.

(4) *Billeting facilities.* Sliven has at least three hotels (Zora, Targovski, Svoboda); additional hotels are at Sliven Mineral Baths, 7.5 miles (12 km.) to the southeast. Also available for billeting are nine large school buildings (presumably including a state-owned textile school), a theatre ("Citalishte") and barracks on the eastern and southeastern outskirts of city.

(5) *Buildings.* Apart from some old houses along Arsenica River, the center of the city has houses of Western European type, of two or more stories, especially along the principal thoroughfares extending eastward. To the north, south and southwest are Balkan-type houses surrounded by gardens, while settlements farther out are purely rural. The principal buildings of Sliven include the town hall ("Kmetstvo") and a state prison to the north.

(6) *Internal transportation.* Internal transportation depends mainly on carts and a few automobiles.

(7) *Repair, service and storage facilities.* Service facilities include a firm of metal manufacturers, Sahakian Bros. For storage there are extensive warehouses, some built under the Turkish regime prior to 1877 and others built more recently on both banks of Arsenica River.

(8) *Public utilities.*

(a) *Water and electricity.* Chapter VI.

(b) *Gas.* None.

(9) *Health and sanitation facilities.* The state hospital has 150 beds and an army hospital with 20 to 40 beds. Both are in the eastern part of town. Five schools and a monastery north of town might provide additional hospital space.

(10) *Vulnerable points.* The chief vulnerable points in Sliven are the highways which converge on the city from all directions and cross the various bridges within its area.

(11) *Bomb damage estimate.* No bombing had been reported through 20 August 1943.

C. Stara-Zagora (1934: 29,857).

(1) *Importance.* Stara-Zagora is in central Bulgaria. It is approximately midway between Sofiya and the Black Sea in the southern foothills between the Stara-Planina and the Stara-Zagora plain. Next to Plovdiv, it is the most important town in central Bulgaria. It is a focal point of highways and one of the most important railroad junctions in that part of the country. The city is also the center of a rich agricultural district extending southeastward from it. There is a radio broadcasting station with a studio in town and a transmitter a few miles outside. There are some small industrial enterprises, mainly producing foodstuffs. The city is the administrative center of the Stara-Zagora region (*oblast*).

(2) *Physical characteristics.* The city is built on a slope at an altitude of 629 feet, and is surrounded by vineyards and orchards.

The streets are straight and broad, and are laid in a rectilinear pattern, with intersections at right angles. The two main traffic arteries are Tsar Simeon Street, running east-west, and Evtimi Street, running north-south. All stores, banks, and larger hotels and restaurants, are on these two streets. Industries are at the south, near the railway station, and at the north.

There are open spaces in front of the railway station, several parks and squares in the center of town, squares (used for cattle markets) at either end of Tsar Simeon Street, and a municipal park in the northern part of city. These might be used for open storage.

(3) *Means of access.*

(a) *Railroads.* At Stara-Zagora the trunk line from Sofiya to the Black Sea meets the Ruse/Trnovo/Stara-Zagora (terminus) line. The town has a large railroad station with extensive sidings and secondary buildings in the southern part of the city.

(b) *Highways.* An important west-east highway (Sofiya/Plovdiv/Sliven/Burgaz) crosses a north-south highway (Ruse/Trnovo/Shipka Pass/Kharmanli/Edirne/Istanbul) at Stara-Zagora. The west-east road runs through town as Tsar Simeon Street and the north-south road as Evtimi Street. During the 1930's, a bus line was operated from Stara-Zagora south as far as Simeonovgrad.

(c) *Airfields.* A military airdrome is at Kolyu Ganchevo, a village on the highway about two miles south of town.

(4) *Billeting facilities.* The following buildings are available for billeting: four hotels (Imperial, 51 Gurko Street; Tsar Osvoboditel, 26 Metropolit Metodi Street; Paris; and

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Balkan); at least two schools (an elementary school and a commercial school); a museum; a theatre ("Citalishte"); and barracks on northern and western outskirts.

(5) *Buildings.* Buildings in the center of town are generally of Western European type, with several stories; a few old Turkish buildings are interspersed. Farther out are smaller houses (old and new) in rows or separated, and still farther out are primitive houses, mostly one-storied, with a number of small churches and large school buildings interspersed. The principal buildings are an old bazaar with mosque and the Turkish baths (two circular halls); post office (its red tower with white ornament is a landmark); and the city church (white, with three domed towers).

(6) *Internal transportation.* No information is available.

(7) *Repair and service facilities.* Repair and service facilities are available at the railway workshops, three metal manufacturers and three tanners.

(8) *Warehouses and storage.* There is a wine cooperative with storage facilities for 132,000 gallons.

(9) *Public utilities.*

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* No information is available.

(10) *Health and sanitation facilities.* A large 450-bed hospital is on the western outskirts of town, north of the Plovdiv Highway.

(11) *Vulnerable points.* The chief vulnerable point is the junction of the two main railroad lines.

(12) *Bomb damage estimate.* No bombing had been reported through 20 August 1943.

D. Shumen (1934: 25,734).

(1) *Importance.* Shumen (Schumen, Sciumla) is in north-eastern Bulgaria, about halfway between Varna and Ruse. It is the junction of important highways from the north-west (Ruse via Razgrad), the east (Varna) and the west (Trnovo), with a road south through the Stara-Planina to Karnobat, a road to Silistra on the Danube, and a road to Vrbitsa. It is the junction of a rail line from Varna to Pleven (via Gorna Orekhovitsa) with a line south to Karnobat and a local line southwest to Preslav (under construction to Vrbitsa). Shumen has important leather and woolen manufactures, canning factories, flour mills, trade in grain and wine; there is also some manufacture of silk, clothing, copper, and tinware. It is the administrative center of the Shumen region (*oblast*).

(2) *Physical characteristics.* The city extends north-south at the foot of low chalk hills which form a horseshoe west and north of the city. The old Turkish quarter, dominated by the largest mosque in Bulgaria, is in the southwest part where streets are relatively narrow. At the western extremity of the town is a public garden in a valley. The main part of the city is fairly modern.

(3) *Means of access.*

(a) *Railroad.* Rail lines from Varna, Karnobat and Pleven join within the town. The line from Preslav joins the one from Pleven south-southwest of the city.

(b) *Highways.* Roads from Trnovo, Ruse and Silistra join several miles outside the city and enter from the north-northwest. The highway from Varna enters from the east; the

road from Karnobat, from the southeast; the road from Vrbitsa (which forms the southward loop to Vrbitsa, then joins the road to Trnovo at Omortag), from southwest.

(4) *Billeting facilities.* Facilities include three hotels (Targovski, 513 Tsaritsa Ioanna Street; Badachnost; and Odeon), a normal school, a museum, and a library. A 1920 source mentions old cavalry barracks, "several military establishments" and schools. At least one metal manufacturer (Mitu Kodjabasheff) and a state arsenal (small arms ammunition; shell-filling) are known to be there.

(5) *Health and sanitation facilities.* The state hospital there has 200 beds. Thirty-nine cases of typhus were reported in the district in 1942.

(6) *Vulnerable points.* Probable vulnerable points include the highway junction north-northwest of the city, the railway station, a minor rail junction south-southwest of the city, and the state arsenal. (Lack of any town plan makes it uncertain whether the junctions are true bottlenecks.)

(7) *Bomb damage.* The city had not been bombed up to 18 August 1943.

E. Kyustendil (1934: 16,386).

(1) *Importance.* Kyustendil (Kustendil, Kiustendil) is in western Bulgaria, 45 miles (72 km.) directly southwest of Sofiya and ten miles (16 km.) from the Yugoslav frontier. It controls the best highway from Sofiya to southern Yugoslavia (Skoplje), and is at the junction of this highway with the road from Dupnitsa. The rail line from Sofiya through Kyustendil to the Yugoslav frontier (Giueshevo) is to be extended to Kumanovo on the Niš/Skoplje line. The town has little economic importance and is principally noted as a health resort. It is the capital of the Kyustendil region (*oblast*).

(2) *Physical characteristics.* Kyustendil lies 3.7 miles (5.5 km.) west of the Struma River on the southern border of an east-west plain north of Osogova Planina at an altitude of 1,722 feet (525 m.). Banska River, a tributary of the Struma, divides the main part of the city from the new quarter to the north, near the railway. The city is roughly rectangular in shape with a semi-rectilinear street pattern. The Sofiya/Skoplje highway forms the main street. Streets in the center of town are paved with stone blocks. Older streets are narrow, crooked, and cobblestoned.

The city does not appear to be very crowded. Several large squares, as well as open level territory to the west, north and east of the city, could be used for open storage. The industrial area is in the northern part of the city near the railroad station.

(3) *Means of access.* The railway line from Sofiya to the Yugoslav border makes a southward loop, at Kyustendil passing through the station at the northwest extremity of town. The Sofiya/Skoplje Highway passes through the city from northeast to west-southwest, and is joined by the highway from Dupnitsa at the east end of the city. The road from Banja (Yugoslavia) enters from the north near the railway station, and a minor road from small towns enters the southeast quarter of the city.

(4) *Billeting facilities.* Possible facilities include barracks (some temporary) for 1,000 to 2,000, the Dragoman Hotel (about 100 beds), a four-story boys' high school at the west

end of the city on the right side of the Skoplje Highway, a girls' high school near the station, and an agricultural school (location not known). It is likely that there are further accommodations for visitors attracted by the city's mineral baths at the south edge of town.

(5) **Buildings.** A few buildings have four stories but the average height is about two stories. Among the most important buildings are the regional courthouse in the city's center on the main square, a library, a veterans' home, and the regional administrative building.

(6) **Internal transportation.** The city was served by one bus line in 1939.

(7) **Storage.** Storage facilities include three large tobacco factory-warehouses (locations and capacities not known).

(8) **Public utilities.**

(a) **Water and electricity.** See Chapter VI.

(b) **Gas.** None.

(9) **Health and sanitation facilities.** Because of its mineral baths, Kyustendil has become one of the more popular health resorts of Bulgaria. In the middle of this town is a good bath fed by waters strong in sulfur.

There is a 100-bed hospital which was built in 1931.

The city is well kept but has been, in the past, subject to epidemics of enteric diseases, resulting from contamination of the water supply. There is no sewage system.

(10) **Vulnerable points.** Vulnerable points are the junction of the Sofiya and Dupnitsa Highways at the east end of the city and the railway station, with Banja Road nearby.

(11) **Bomb damage estimate.** No bombing had been reported through 20 August 1943.

F. Kazanlk (1934: 15,097).

(1) **Importance.** The city is in central Bulgaria, midway between Sofiya and Burgaz, on the south side of the Stara-Planina. It is in the center of the "Valley of Roses," a depression between the Stara-Planina proper and the Sredna Gora Range to the south. It controls the southern approach to the Shipka Pass. Kazanlk is one of the most important aviation centers in Bulgaria, as well as the site of Bulgaria's only munitions plant until 1939. The chief non-military industries are the production of textiles, rose-essence, flour, tobacco, and coke. It is the administrative center of the district (*okolia*) in the Stara-Zagora region (*oblast*).

(2) **Physical characteristics.**

(a) **Site.** Kazanlk is at an altitude of 1,220 feet (372 m.) on a terrain which slopes gently to the south. The Balkan foothills rise at some distance to the north. Tundzha River passes two miles to the south, and the Yenina, a small left-bank tributary of the Tundzha, passes southward through the eastern part of the city. Kazanlk is surrounded by vineyards, orchards, gardens, and grainfields.

(b) **Streets.** Streets radiate from the square in the center of town; most are narrow, crooked and intersect again at various points farther out. The main east-west artery is intersected at the central square by a street coming in from the north (Shipka Pass) and leading south past the railroad station, to the Stara-Zagora road.

(c) **Functional areas.** Banks, hotels and warehouses are situated on the central square and stores are on streets issuing

from the square. Most of the industries, including the munitions plant, are on the southwest outskirts, south of the railroad station. Apart from the large central square, which is used as a market and parking space, and the municipal park on rising ground to the northeast, there appear to be no open spaces in the city suitable for open storage.

(3) **Means of access.**

(a) **Railroads.** Kazanlk is on what will eventually be a through rail line from Sofiya to Burgaz. The line is complete east of Kazanlk as far as Burgaz (with a junction for Stara-Zagora at Tulovo, 9.2 miles east), and west of Kazanlk as far as Sopot. The Sopot/Makotsevo section is to be completed by 1944.

(b) **Highways.** The main route leading through the city is the north-south highway: Ruse/Trnovo/Gabrovo/Shipka Pass/Kazanlk/Stara-Zagora/Khanmanli/Edirne. The city also is on an east-west route from Sofiya to Burgaz. However, the latter is of secondary importance compared with the alternate east-west route: Sofiya/Plovdiv/Stara-Zagora/Burgaz.

(c) **Airfields.** The airdrome is 1.3 miles (2 km.) west of the city. Also, there is an aviation training school.

(4) **Billeting facilities.** Buildings available for billeting are: five hotels (Imperial, 16 Tsar Osvoboditel Street; Bulgaria; Targovski; Splendide; Central); three schools (elementary school, technical school, pedagogical seminary); theater; museum; and barracks (on western outskirts of city).

(5) **Buildings.** The city still has an oriental and rural character. Western European, multiple-story houses are found only in the western part, on and near the central square. On the eastern periphery are a factory and a technical school, while in the northern part are suburban one- and two-family houses and a horticultural station. Outstanding buildings, apart from schools, are the Town Hall (*Obshtina*) and Monastery of Our Lady.

(6) **Repair and service facilities.** There is a state-owned airplane factory near the town (until 1940 handling repairs only). Military workshops ("Voinata Fabrika"), on the southern outskirts of town, include a foundry, shell factory, powder, sulfuric acid and gas mask factories.

There is a gasoline filling station and, until 1936, there was a six-oven coke plant.

(7) **Public utilities.**

(a) **Water and electricity.** See Chapter VI.

(b) **Gas.** None.

(8) **Warehouses and storage.** Warehouses are on the central square.

(9) **Health and sanitation facilities.** A hospital with 80 beds is in the southeastern part of town on the right bank of the river.

In 1926 about 50 persons were engaged in health and sanitation work.

(10) **Vulnerable points.** The principal vulnerable points in Kazanlk are: the munitions plant, the airplane factory and the nearby airdrome.

(11) **Bomb damage estimate.** No bombing had been reported through 20 August 1943.

G. Lom (1934: 14,807).

(1) *Importance.* Lom is in northwestern Bulgaria at the confluence of the Danube and Lom Rivers. It is the main Danube port for Sofiya and western Bulgaria and is used by the Axis to receive war materials from central Europe. It is the northern terminus of the railroad and highway from Sofiya and the center of a small, recently discovered, brown coal region, but has no important industrial establishments. Lom is the administrative center of a district (*okolia*) of 17 communes, representing 61 villages in addition to Lom, which is the sole urban unit. It is the seat of the regional court.

(2) *Physical description.* The city is built on an eastward sloping hill on the west bank of the Lom River, at its confluence with the Danube. It covers a wide rectangular area and its street pattern is fairly regular. The main part of the city is on a high bluff, but the eastern section is lower. The port railroad station is on the north side of the city with several sidings north of the station.

(3) Means of access.

(a) *Port and waterways.* Lom is the leading Danube port in western Bulgaria. The river is now being greatly used to relieve railroads. The Germans enlarged the port during 1942. (For details of port see Chapter VII, Topic No. 77.)

(b) *Railroads.* Lom is the northern terminus of a line which branches from the Sofiya/Varna trunk line at Mezdra. The old station is on the west bank of the Lom River, from which the line continues north to the mouth of the river and then curves west along the Danube to the port station on the north side of town. Marshalling yards and loading facilities are between the two stations. New sidings and other improvements to increase freight capacity are under construction. The railway running from the east to the north side of the town can be used for internal transportation.

(c) *Highways.* A first-class road runs south from Lom to Ferdinand and on to Sofiya through the Gintsi Pass. A second-class road leads southwest to Belogradchik, and a coastal road, parts of which are in poor condition, runs from Vidin through Lom, Nikopol, and Svishtov to Ruse.

(4) *Billeting facilities.* The only billeting place reported is one hotel (Soloun). Buildings are mostly one- or two-story structures of brick. Several metal shops and a slaughterhouse are in the town.

(5) *Health and sanitation facilities.* Malaria is a serious problem in the Lom region. Drainage and other measures do not seem to have been very effective, and there are no anti-malarial centers in this area.

A hospital with 150 beds is there.

Sewage disposal facilities are undoubtedly primitive and present a health problem, particularly in flood time.

(6) *Vulnerable points.* The two important vulnerable points are the port area and railroad yards.

(7) *Bomb damage estimate.* No bombing had been reported through 20 August 1943.

H. Trnovo (1934: 14,100).

(1) *Importance.* Trnovo (Tirnovu, Tarnovo) is in north-central Bulgaria, about 40 miles (64 km.) directly south of the Danube River on the northern slope of the Stara-Planina.

It is the junction of the highways from Ruse on the Danube and Varna on the Black Sea with roads leading west, southwest and southeast to towns in central Bulgaria. The situation on pronounced bends of the Yantra River gorge in the hilly terrain would make the city easy to defend, but communications (including the sole direct rail line from Ruse to central Bulgaria) would be easy to cut. Gorna Orekhovitsa, a few miles north, is the junction between the rail line from Ruse to central Bulgaria and the line from Varna to Sofiya via Pleven. Trnovo has some textile and leather industry.

(2) *Physical characteristics.* Trnovo is at the point where the Yantra River makes a very deep reverse "S" curve around two long narrow peninsulas, one north of the other (Illustration V - 14). The banks of the river are very steep. The densely-settled part of the city lies almost entirely upon the west bank of the river; however, amphitheatre-like slopes across the river from the more southerly peninsula and the long ridge of a larger, northern peninsula are also built-up. Few buildings are visible on the narrow, wooded, southern peninsula (east bank of river).

Within Trnovo, the main street roughly parallels the river banks. This is said to be the only street adequate to carry heavy traffic. A steel-arch highway bridge (Illustration V - 13) joins the southern peninsula (east bank) to the mainland (west bank). Just south of this bridge, streets are laid out in a rectangular pattern at a 45-degree angle to the river bank, one main road leading away from the Yantra diagonally and in a southerly direction. The other highway bridges in the vicinity are at points where the Yantra's banks are lower, but none is within the densely settled part of the city.

The settlement of the "amphitheatre" and northern peninsula is so dense that buildings are situated even upon steep slopes and appear to be built almost on top of one another. The area on the mainland (west bank) south of the highway bridge is much more open; the east bank is sparsely built-up.

Large buildings, which may be administration buildings, are at the end of the northern peninsula, in a new, relatively open area, south of the highway bridge, and on the southern peninsula. The only establishment definitely identified as industrial is a woolen-yarn and spinning mill and leather-dyeing factory, isolated from other buildings, at a spot where the banks of the Yantra are very low.

There is little open and level space on either peninsula; a few triangular open areas at road junctions are visible in Illustration V - 14. On the heights above the new section south of the highway bridge are an athletic field and a nearby large, open field. Terrain in the vicinity is generally hilly.

(3) Means of access.

(a) *Railroads.* The line from Ruse south (Stara-Zagora, etc.) makes a double crossing of the Yantra River at Trnovo, crosses from the east bank to the northern peninsula on a bridge below the city's level, passes through a tunnel under that peninsula, crosses back to the east bank (southern peninsula) on a similar bridge, and enters a second tunnel from which it emerges a short distance east of a steel-arch highway bridge. The station is somewhere in the vicinity of an exit from this second tunnel (Illustration V - 13).

(b) *Highways.* The Trnovo highway bridge is presumably a link between highways from Ruse and Sevlievo on the west bank of the Yantra and highways from Varna (via Omortag),



Illustration V - 13. Trnovo.

Looking west toward the "amphitheatre" on west bank of the Yantra. Highway bridge in left foreground, railway tunnel in right foreground. West of highway bridge, river turns abruptly to right, flowing between wooded point in foreground and settled peninsula in background.

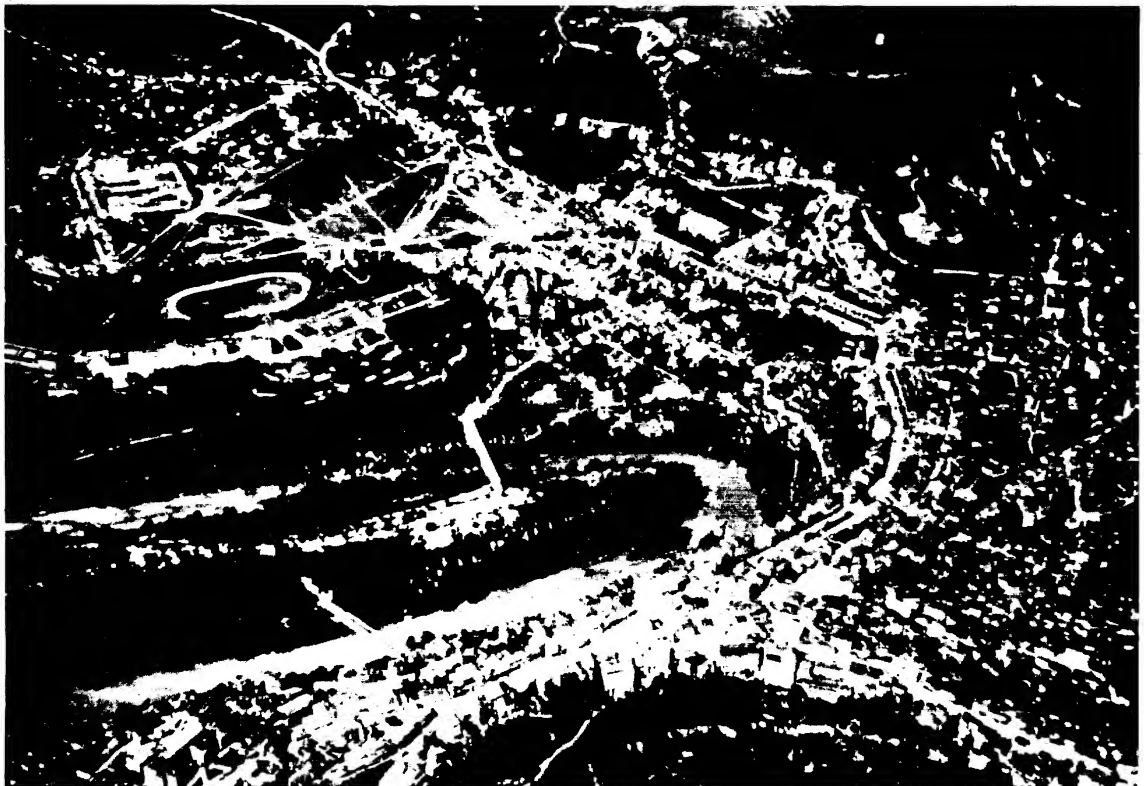


Illustration V - 14. Trnovo.

Aerial view of city, looking south. Railway bridge in foreground, highway bridge in center. Athletic field and adjacent barracks in left center. Main part of city at right.

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Sliven (via Elena) and Kazanlk (via Gabrovo) on the east bank. At least two other highway bridges in the vicinity may provide alternate crossings.

(4) *Billeting facilities.* Potential facilities include six hotels (Tsar Boris, 26 Opaltchenska Street; Royal; Praga; Tourists' Home, on Tsarevets Hill, with 100 beds; Amerique, 4 Ivailo Street; and Dobrudja, 30 Opaltchenska Street). Also, there are at least one large school (Girls' Lyceum, in area south of highway bridge), barracks (area south of highway bridge), and a county theater and museum. Buildings are one- to four-story, of stone or brick with tile roofs. The only known service facility is a metal shop.

(5) *Public utilities.*

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* None.

(6) *Health and sanitation facilities.* Trnovo has a high tuberculosis mortality rate; 30 of 171 deaths in 1940 were attributed to tuberculosis.

A state hospital with 240 beds is in Trnovo.

No sewers are present and sanitation is most primitive, but drainage is excellent because of the hilly terrain.

(7) *Vulnerable points.* Vulnerable points include both railway bridges, both tunnels, the single highway bridge, and the alternate highway bridges near the town.

(8) *Bomb damage estimate.* No bombing had been reported through 20 August 1943.

I. Gabrovo. (1934: 13,823).

(1) *Importance.* Gabrovo is in north-central Bulgaria on the northern slopes of the Stara-Planina, and on a trans-Balkan highway. It controls the northern approach to Shipka Pass through which the highway leads into central Bulgaria. Gabrovo has developed into one of Bulgaria's leading centers of industry through the use of abundant water power. The principal goods manufactured are textiles, lace, cutlery, and leather. Gabrovo is the administrative center of a district (*okolia*).

(2) *Physical characteristics.* Gabrovo is in hills on both sides of the Yantra River. The altitude of the town is 1,190 feet (363 m.). In the old part of the city the streets are tortuous. In 1920 there were six bridges, of which one, near the middle of the town, consisted of a single stone arch. The old nucleus of the city, on either side of the river, is closely built. Most of the industries are located on the periphery of urban area.

(3) *Means of access.*

(a) *Railroads.* A short branch line links Gabrovo with Tsareva-Livada on a trans-Balkan railroad between Gorna Orekhovitsa and Stara-Zagora.

(b) *Highways.* Two major highways and one minor one converge on Gabrovo from the north. The major ones are the Pleven/Lovech/Sevlievo/Gabrovo route from the northwest and the Ruse/Trnovo/Gabrovo road from the northeast. Between these is a secondary road, Svishtov/Lovni-dol/Gabrovo. Only one major road enters the city on the south side, the trans-Stara-Planina route across Shipka Pass from Kazanlk and Stara-Zagora. Gabrovo thus constitutes a bottleneck for highway traffic from the Danube Valley to central Bulgaria.

There is also a road leading east to Trevna on the Trevna Pass route, as well as a short branch road to Vlasovci which continues as a track across the mountains to Shipka. This offers an alternative to the main Shipka Pass road.

(4) *Billeting facilities.* At least three hotels are available (Industriel, 12 Radetzka Street; Bulgarie; and Targovski), and a high school, the Aprilov Gymnasium, and barracks.

In the old quarters are old houses, mostly two-story, and many of frame construction. Both banks of the river are lined with such houses, whose walls rise straight from the water. On the outskirts are larger, modern buildings.

(5) *Repair and service facilities.* There are two metal manufacturers, one gunpowder (wicks) plant, and seven tanning shops for repairing and servicing.

(6) *Public utilities.*

(a) *Water and electricity.* See Chapter VI.

(b) *Gas.* None.

(7) *Health and sanitation facilities.* The state hospital has 80 beds.

(8) *Vulnerable points.* Gabrovo is a bottleneck in the road system which links the Danube Valley with central Bulgaria. Within the city, bridges over which the traffic must pass are particularly vulnerable. Other vulnerable points are the power stations which feed the numerous industries.

(9) *Bomb damage estimate.* No bombing had been reported through 20 August 1943.

53. City Descriptions, Group III*

This group includes Asenovgrad, Chirpan, Dupnitsa, Gorna Dzhumaya, Gorna-Orekhovitsa, Khaskovo, Panagyurishte, Pazardzhik, Petrich, Razgrad, Samokov, Svishtov, Vratsa, and Yambol. They are arranged in order of maximum to minimum latest population estimates.

A. Khaskovo (1943: 26,622).

The city is in the northeastern part of the Rodopi Planina, about 45 miles (72 km.) southeast of Plovdiv. Its industries process tobacco, silk, cotton, and cereals. It is the commercial center for agricultural products of the region, and the administrative center of a district (*okolia*).

It is the junction of the main Plovdiv/Vrbitsa/Kharmanli/Edirne road (alternative road to Vrbitsa via Tatarevo) with a road south to Krdzhali/Komotini/Porto Lago (Aegean) and one north to Rakovski/Stara-Zagora. It is on the railroad line from Rakovski (on Plovdiv/Edirne route) to Momchilgrad, with a continuation to Polianthos on the Aegean coastal line under construction.

The hotels are Balkan, Central, and Targovski. Water is obtained from an underground river.

There is a large state hospital with 300 beds. Cases of spotted typhus were discovered in the gypsy quarter of Khaskovo in December 1942, and all houses in the quarter were disinfected and quarantined.

*Group I (Topic 51), considerable detailed information available.

Group II (Topic 52), some detailed information available.

Group III, little detailed information available.

B. Yambol (1934: 25,125).

Yambol is in southeastern Bulgaria, 50 miles (80 km.) west of Burgaz, near a bend of Tundzha River. It is dominated by two hills, Great Bakardzhik (490 feet, 150 m.) and, to the south, Little Bakardzhik. The river is lined with large trees and dotted with islands. The industries are textiles, rice, milling, and a small iron mine. It is the administrative center of a district.

The city is at the junction of the Sliven/Elkhovo/Edirne road with a road from the Shumen/Preslav/Mokren Pass. Yambol is on the Plovdiv/Stara-Zagora/Burgaz railroad line, with a branch line to Elkhovo. The railroad station is nearly one mile northwest of the city. It has an airdrome.

As the population has doubled since 1893, there are probably many modern houses. There is an old Turkish bazaar (covered), and two hotels, Targovski and Svoboda. There are two barracks at the north entrance of town, and five large warehouses.

Malaria presents a very serious medical problem in the city. An anti-malarial center was set up there by the Rockefeller Foundation, and many of the malarious areas have been sanitized. There is a state hospital with 70 beds.

C. Pazardzhik (1934: 23,387).

The city is in central Bulgaria, on the left bank of the Maritsa River, which enters Plovdiv plain about 15 miles (24 km.) north of town. It has three rubber factories and some trade in wine, rice, and tobacco.

Pazardzhik is on the main Sofiya/Plovdiv/Edirne highway, which is joined here by a road from Banya (on Sofiya/Kavalla route). Also, there is a road north to Panagyurishte and Pirdop, and one south to Peshtera and Dospat (near the Greek frontier). On the Sofiya/Plovdiv railroad it is the junction for Bansko, which is to be connected later with the Sofiya-Thessaloniki line at Orlovets. The railroad station is almost two miles south of the city, on the right bank of the river. The hotels are: Targovski, on Targovska Street; Victoria, on Tsar Boris Street; Central; and Trakia.

Malaria is probably the most common health problem and much has been done by the anti-malarial unit in this town to sanitize the whole region. The state hospital there has 250 beds.

In Kostenets (1,739 feet, 530 m.), 32 miles (68 km.) west of Pazardzhik are many "hotels" and villas, some with over 50 beds, which might be used as hospitals. A popular mineral bath is also there.

D. Asenovgrad (1934: 17,817).

Asenovgrad (Stanimaka) is on the Stanimashka (Chai or Chepelare) River in southeastern Bulgaria about 11 miles (17 km.) southeast of Plovdiv. It controls the entrance of the Chepelarska River gorge, in the Rodopi Planina, which gives access to the Aegean Sea. The city's trade is in tobacco and wine. Silk is manufactured. The city is the administrative center of a district (*okolia*).

Asenovgrad is on the Plovdiv/Xanthi (Greece) road, with secondary roads to Katunitsa (north) and Topolovo (southeast). It is also on the railroad from Plovdiv (continuation of line planned as far south as Ustovo).

The hotels are: Trakia, on Trakia Square, and Targovski, on Tsar Samouil Street. The state hospital there has 15 beds.

E. Vratsa (1934: 16,477).

Vratsa, one of the largest towns on the northern slopes of Stara-Planina, is in northwestern Bulgaria. The town is dominated by Volat Hill which is covered with vineyards and fields east of the city. The old town extends towards the Zgorigrad Gorge; the modern town is on the plain.

The city is part agricultural and part industrial (silk). It is an important commercial center and the administrative center of a district (*okolia*). It is the junction of the Vidin/Ferdinand/Mezdra/Sofiya road with a road from Orekhovo and with a road from Boichinovtsi (on Ferdinand/Orekhovo road), and is on the Vidin/Mezdra railroad line.

The state hospital has 200 beds. Baths about 15 miles (24 km.) from Vratsa, north of Sofiya and between Vratsa and Berkovitsa, have a large establishment with fairly modern equipment.

F. Dupnitsa (1934: 16,071).

The city is about 32 miles (51 km.) south of Sofiya and in southwestern Bulgaria. It is dominated by the Rila Planina to the southeast. It is the center of tobacco cultivation, and the administrative center of a district.

Dupnitsa is the junction of the main highway from Sofiya to Thessaloniki with roads east to Kyustendil (bus line) and west to Samokov, and is on the railroad line Sofiya/Gorna Dzhumaya/Sidhirókastron/Thessaloniki (or Eion). The last is narrow gauge between Krupnik and Sidhirókastron but standard gauge is being installed. Also, it is the terminus of a narrow gauge line from the Bobov-dol mines.

There are two hotels (Boulevard and Paris). The state hospital there has 100 beds.

G. Razgrad (1934: 15,700).

This town is on the Beli Lom River in northeastern Bulgaria, midway between Ruse and Shumen. It is the center of the grain and cattle trade, and the administrative center of a district.

Razgrad is the junction of two important highways: Ruse/Shumen/Varna and Trnovo/Silistra. It has secondary roads south to Trgovishte (on Trnovo/Shumen road) and north through Kamenova and is on the Varna/Ruse railroad line (line under construction northeast to Isperikh and planned as far as Silistra on Danube). The railroad station is more than two miles north of the city.

The hotels are the Central and the Sofiya. Thirty Germans are housed in the Hotel Central. The state hospital has 150 beds.

H. Svishtov (1934: 12,112).

Svishtov is on the Danube River about 40 miles (64 km.) upstream from Ruse and opposite Zimnicea, Rumania. The Danube is easily crossed there. The city, built in the form of an amphitheatre on hill slopes, has lost much of its commercial importance, though the river port is used for exporting cereals. It is the administrative center of a district.

It is on the railroad line to Levska (on main line Sofiya/Varna) with secondary roads from Lovech, Sevlievo, and Trnovo converging on the city from south. All of these cross the main Sofiya/Pleven/Ruse road 12 to 15 miles (19 to 24 km.) south of Svishtov.

The principal street with old aristocratic houses is in the upper part of the city; the port, railroad station, warehouses

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for cereals, and offices of shipping companies, in the lower part. There has been almost no increase in population since 1893, hence there are probably few modern houses.

Hotels there are the Central and the Targovski. The state hospital has 150 beds.

I. Chirpan (1934: 11,308).

Chirpan is in east-central Bulgaria, on the fertile Thracian plain, 36 miles (56 km.) east of Plovdiv. There is wine, tobacco, and silk production there, but the city is no longer important commercially. It is the administrative center of a district.

This town is the junction of main Plovdiv/Stara-Zagora/Burgaz road, with secondary roads south to Vrbitsa (on Plovdiv/Edirne road) and north into Sredna Gora Mountains. It is on the railroad line from Plovdiv to Burgaz. The railroad station is one mile (two km.) northeast of the city.

The town was largely destroyed by an earthquake in 1938, hence most houses are modern but small. There are two hotels, the Moskva and America.

J. Samokov (1934: 11,031).

The city is about 28 miles south-southeast of Sofiya in the center of Samokov plateau, between the Vitosha and the Rila Planina. It is surrounded by mountains on all but the west side. The city is built at 3,215 feet (980 m.) altitude, on both sides of the Iskr River. Samokov is the administrative center of a district. Textiles, leather, ebony, brass, and goldsmith work is done there. There are mines in the neighborhood.

Samokov is the junction of the main Sofiya/Kavalla (Aegean) road, with secondary roads west to Dupnitsa (on Sofiya/Thessaloniki road) and west to Dolna Banya (on Sofiya/Plovdiv road). There is no railroad.

The hotels are the Sofiya and Plovdiv. Cham-Koriya, a very popular resort about six miles (ten km.) from Samokov, has many large villas and rooming houses. The American College was located there before its removal to Simeonova outside Sofiya, its present location; the old buildings are intact. The state hospital in Samokov has 60 beds.

K. Panagyurishte (1934: 10,188).

The town is in the Sredna Gora Mountains of central Bulgaria 40 miles (64 km.) east-southeast of Sofiya, at an altitude of 1,755 feet (535 m.). The Luda Iana River flows through it. The surrounding heights (about 3,000 feet; 900 m.) are covered by broadleaf forest.

It is an industrial and agricultural center, noted for its carpet industry.

The city is on the Pirdop/Pazardzhik highway, with other roads to Plovdiv and to Ikhtiman (on Sofiya/Plovdiv road). A railroad connects it to Plovdiv.

There is a summer colony, with a hotel, on the Pirdop road and a state hospital with 20 beds in the city.

L. Petrich (1934: 10,121).

The southwesternmost city in Bulgaria, Petrich is near the point where the Struma River is joined by the Strumitsa. It is the administrative center of a district, and there is a settlement of Macedonian refugees there.

The city is on the highway from Strumitsa (Yugoslavia) to Marino-pole (on main Sofiya/Thessaloniki road), with a branch northeast to Levunovo (on same road). It is the terminus of a branch of a narrow-gauge railway line from Krupnik to Sidhirókastron (part of Sofiya/Thessaloniki line). Another narrow-gauge line from Petrich across the Yugoslav border to the Vardar Valley line is projected.

There are modest hotels in the city.

Petrich is one of the worst towns in Bulgaria from the point of view of health and sanitation. Malaria and syphilis are widespread in the Petrich area. The Rockefeller Foundation set up an anti-malarial station in this town in 1935 and a great deal of research work has been done by this unit. There is an 80-bed state hospital.

M. Gorna Dzhumaya (1934: 10,028).

The town is on the Bistritsa River in the Struma Valley. It is at the mouth of the Kresna Gorge, at an altitude of 1,341 feet. It is the center of a district.

The old quarters have been disappearing rapidly since 1920, being replaced by new streets with sidewalks, spacious houses and squares. The Bistritsa River has been regulated.

It is the junction of the main Sofiya/Thessaloniki Highway with the road from Veles/Stip (Yugoslavia). There is a short branch road southeast to Gabrovo. The city is on the railroad line Sofiya/Dupnitsa/Sidhirókastron/Thessaloniki (or Eion), a narrow-gauge line between Krupnik (about ten miles south of Gorna Dzhumaya) and Sidhirókastron, but a standard gauge is under construction. Another line is under construction across the Yugoslav border to Kočane, which is the terminus of a branch line connected with the Skoplje/Thessaloniki line at Veles.

There are modest hotels and mineral baths and springs in the northern part of town.

N. Gorna-Orekhovitsa (1934: 8,793).

The town is in north-central Bulgaria about five miles (eight km.) northeast of Trnovo. It is a junction of rail lines from Sofiya to Varna and from Stara-Zagora to Ruse, as well as a local line to Leskovets (under construction as far southeast as Elena). The town is about two miles southeast of the railway station, from which it is separated by a hill. Southwest of the junction there is one large plant producing sugar and alcohol. The town is also noted for the production of wine and raisins.

Access by rail is available from Sofiya, via Resen; Stara-Zagora; Ruse; and Varna and Leskovets. A highway (probably main road from Stara-Zagora to Ruse) passes under one of the main rail lines near the town.

Billeting facilities include at least two hotels (the Central and Targovski). Buildings in the town are two- or three-story and tile-roofed.